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The China Mail

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INDIAN DRIVERS AT LOGGERHEADS.

Mohammedan and Sikh in Court Dispute.

A DEAL IN TYRES.

Two Indians, one a Mohammedan and the other a Sikh, and both are drivers of public motor cars, were protagonists in an action heard in the Summary Court this morning. Owing to His Honour, Mr. Justice P. Jackson, having to sit on a board of arbitration in Chambers, the case was taken by the Acting Chief Justice (Mr. Justice J. R. Wood).

The plaintiff, Kallanda Khan, sued Kartar Singh for the recovery of the sum of \$125 in respect of five motor tyres sold to defendant last year. Defendant denied owing the money, and counter-claimed against plaintiff in respect of \$200 alleged to be owing to him for teaching four pupils to drive a car.

Mr. F. C. E. Rendall appeared for the plaintiff, and defendant conducted his own case. The two cases were taken separately.

Sale of Tyres.

In the first case, Kallanda Khan said that he sold two lots of tyres to defendant. The goods were delivered in June and August last year. He did not receive payment for them, although he had pressed the defendant for it on many occasions.

Asked by his Lordship as to where he had obtained the tyres, plaintiff said that he was selling them for Wong Siu-woon. He was not paid a commission, but as defendant had asked him to obtain the tyres, he did so. Since defendant did not pay, he had already settled with Mr. Wong, and produced two receipts in support of his statement.

Defendant admitted buying only four tyres from plaintiff and averred that the price fixed was \$18 for each tyre. He, therefore, owed the plaintiff \$72 and against that he had paid \$36 on August 1, and another \$24 on August 15, 1929. There was a balance of \$12 owing, but as defendant had requested him to teach four Indians to drive, that amount was set off against the fees which he was to receive from plaintiff.

Alleged Threat.

Defendant further alleged that prior to the writ being taken out against him, plaintiff had threatened to sue him for the full amount, saying that "No doubt you paid me, but you got no receipt from me, and if I do desire I can get the full amount from you in Court." This was said in the presence of several Indian drivers in Chater Road. Defendant's reply to this was that if plaintiff could be so dishonest, he would take the money to the Mohammedan Mosque and place it on the Holy Koran. Plaintiff could then take the money from the Holy Koran if his conscience would allow him.

Noob Singh, another driver, corroborated this version of the story.

His Lordship held that he was satisfied that the tyres were sold to defendant at \$18 each, but as defendant had signed for five instead of four, the amount would therefore be \$90. As to which side of the story being more probable, his Lordship decided that he was more inclined to believe the story of the defendant. He would take it that \$80 had been paid, and would therefore give judgment against defendant for \$80 with costs.

The Counter-Claim.

The counter-claim was then heard. Kartar Singh, who became the plaintiff in this action, said that after he had paid the last instalment to defendant, there was a balance of \$12 due from him. Kallanda Khan said that he would take the money out from tuition fees which he would have to pay to plaintiff. Plaintiff alleged that defendant had informed him that he received

TO INCREASE TRADE OF THE EMPIRE.

Trades Unions Hint to Imperial Conference.

ECONOMIC PROBLEMS.

London, Yesterday.

On the eve of the Imperial Conference a joint memorandum by the Trades Unions Congress and the Federation of British Industries was addressed to the Prime Minister. It stresses the importance of increasing inter-Commonwealth trade and urges an early Commonwealth trade conference of an investigatory, advisory, and non-party nature, the members to be nominated by each Government of the Empire, but acting in a personal capacity and consisting of representatives of industry, agriculture, and finance, and both employers and employees.

The conference, it states, should ascertain the views of the Dominions regarding possible further reciprocal arrangements.

The conference should be a permanent part of the Commonwealth economic machinery and should meet before each Imperial Conference and submit views upon problems awaiting solution.

The Memorandum suggests also the creation of a permanent Commonwealth economic secretariat for all Imperial conferences on economic questions.—Reuter.

Not Spasmodic.

Rugby, Yesterday.

In a memorandum presented by the Federation of British Industries jointly with the General Council of the Trades Union Congress to the Prime Minister, it is urged that at an early date as possible a Commonwealth Trade Conference should be held of an investigatory, advisory, and non-party nature. At this Conference every question affecting Commonwealth Trade should be brought under review.

The memorandum expresses the view that it should not be a spasmodic effect, but a permanent part of the Commonwealth economic machinery and should sit before each succeeding Imperial Conference in question to study and submit its views upon problems awaiting solution.

The Memorandum also suggests that a Commonwealth Economic Secretariat should be established, formed of persons with economic and administrative experience and persons from all parts of the Commonwealth, to serve as permanent secretaries for all Imperial Conferences for dealing with economic questions.—British Wireless Service.

COASTAL LIGHTS.

INTERNATIONAL CONFERENCE TO MEET IN LISBON.

BRITAIN REPRESENTED.

Rugby, Yesterday.

The composition of the British Delegation to the International Conference and unification of buoyage and lighting of coasts to be held at Lisbon on October 6, is announced. The delegation will be headed by Sir John Baldwin.—British Wireless Service.

IMPERIAL CONFERENCE.

New York, Yesterday.

Mr. Ramsay MacDonald's address at the opening of the Imperial Conference on October 1, will be broadcast all over the United States.—Reuter's American Service.

ed \$200 from each of the four Indians to whom he had promised to train. After teaching the men for a short time, defendant told his vehicle and was, therefore, unable to continue giving them lessons. He requested plaintiff to take the men on, for which he would give plaintiff \$70 in the case of each of the three men who had some lessons, and \$100 for the other man who was entirely a novice. The total amount agreed upon was \$310. Against this amount \$12 was deducted from the deal in tyres, and \$98 paid in cash, leaving a balance of \$200, which formed the subject of the action.

The case is proceeding.

KWANGSI WAR.

LAST WARNING TO NANNING.

REBELS TO SURRENDER?

Canton, Yesterday.

It will be remembered that, a fortnight ago, the Ironside-Kwangsi allies, taking advantage of the Government troops engaging the Reds in Hunan, made another attempt to invade the southern sector of that province, by despatching Tang Song-ming in commanding the advance column. Should Tang make a successful advance, the Kwangsi-Ironside rebels would follow to enter Hunan by evacuating the whole Kwangsi province. However, Tang was again badly repulsed by the Hunan army in the battle of Chiyang, and as a result, he was compelled to lead his remnants back to Kweilin.

Rebel Conference.

In receipt of the news regarding his allies—Yen Hsi-shan—evacuating Peking and Tientsin, which are taken over by the North-eastern troops, Li Chung-yen immediately summoned an important conference at Luichow on September 20, with all officers above the rank of colonel in attendance. After a lengthy discussion, it is reported to have decided to send a delegate to the 8th Route Army, expressing their willingness to surrender. Among the important terms, the rebel generals Li Chung-yen, Pei Hsiung-hsi, Chang Fat-kuei and Wang Shao-hung will retire from politics and go abroad. It is learned that the Government leaders are now carefully considering this question.

Before reaching the point in allowing the rebels to surrender, the Government forces continue their advance toward Laipei, a strategic point of cardinal importance some 40 miles south of Luichow, after they have succeeded in breaking through the rebels' line along Chinkiang. The brigade under Yeh Shao of the 69th division are attacking the north of Laipei; the Training Brigade under Wang Yam-wan co-operating with the regiment under Fan Tse-hsing, attacking the front, while the regiments under Pang Lin-seng and Wang Chin-nan combining with the 1st newly organised division under Chau Wei-chun, attacking the left flank. Some 3,000 rebels now guarding the city are making every preparation to withdraw to Luichow, and so Laipei is to be capitulated at any moment.

Warning to Inhabitants.

In order to avoid further destruction to the civilians which are now left in Nanning, the Yunnanese Commander Lu Hsi has given the last warning to them that they are to evacuate Nanning within five days, during which period, the Yunnanese troops will withdraw five li away from the city for their evacuation. After the time limit, the order of a general attack will be issued against the rebels.

Suppression of Reds.

Taking the opportunity of the temporary cessation of attack on Nanning, the Yunnanese Commander has despatched a division under Chu Cho to Yenlung, 40 miles beyond Posh, for the suppression of the activities of Reds under Li Ming-shui. Fighting between the two opposing forces is reported to have taken place since September 20.—Canton News Agency.

GOLD SITUATION.

LEAGUE TO INVESTIGATE THE QUESTION.

COLLECTION OF DATA.

Geneva, Yesterday.

The League Council, has approved the Financial Committee's proposal to communicate an interim report on the gold situation to all members of the League and non-member States, and to draw their attention to the importance of the problem.

The Secretary-General of the League was authorised, in consultation with the Financial Committee, to investigate the question of improving the collection of statistics and information regarding the industrial uses of gold.—Reuter.

CAPTURE OF KAIFENG.

CITY SHELLED BY ARTILLERY.

REDS IN FLIGHT.

LOYANG IN A STATE OF SIEGE.

Hankow, Tuesday.

With the capture of the Kaifeng Railway station on September 19, eight Nationalist divisions are now attacking Kaifeng city, which is fiercely bombarded by heavy artillery, and bombs dropped from six National planes. A portion of rebels have left Kaifeng and retreated disorderly in the direction of Chengchow, leaving a small contingent desperately to guard the city, the fall of which is imminent.

Nanking, Tuesday.

Mr. Koo Ling-pak, secretary of the State Council at the front, wires to Nanking that the Nationalists succeeded on Monday night in penetrating through the rebels' line of defence on Ping-Han and Lung-Hai, and that they are now close in pursuit of the rebels.

State of Siege.

Hsuechow, Tuesday.

Loyang is now in a state of siege by the Nationalists under Yang Fu-cheng. The crack Can-

STILL FINE.

The Royal Observatory's weather report, to-day, states: The anti-cyclone has passed into the Pacific.

Depressions are shown over S.E. Mongolia and to the W.S.W. of Tourane.

Forecast:—E. winds, fresh, moderating; fine.

Rainfall.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 89.97 inches against an average of 74.23 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	76
Macao	76
Pratas Island	79
Manila	76
Poochow	73
Amoy	73
Swatow	72
Chefoo	66
Shanghai	65

tonese divisions under Chiang Kwang-nei and Tsai Ting-kai are pushing forward toward Heishih-kuan, midway between Chengchow and Loyang, from Tengfeng, in order to cut the westerly retreat of the Kuominchun, who will now be compelled to cross the north bank of the Yellow River and withdraw to Shensi, via the southern sector of Shansi, in avoidance of being totally routed.

Rebels Surrender.

Hankow, Tuesday.

The rebels under Wang Tai, who were designated to guard Hsuechow city, are reported to have surrendered to the Nationalists and the city falls into the hands of the Nationalists with little difficulty.

A Shinghai message claims that the Nationalists occupied Chengchow Railway station and Yungyang on Sunday. The rebels' communications and retreat have been cut; they are now in danger of being entirely annihilated.

Severe Fighting.

Hsuechow, Tuesday.

As Marshal Chiang Kai-shek has ordered his Generals to capture Chengchow within five days, Generals Liu Chih, Ho Ching-chun and Chiang Kwang-nei are personally directing the operations at the front. However, the Kuominchun are offering a stubborn resistance, taking this battle as "the last gamble." A life and death struggle is now raging on all fronts.

A Big Victory.

Nanking, Tuesday.

At the newly memorial service held in the National Government

THEFT OF METAL.

TELEPHONE COMPANY'S "LOSS."

MAN CAUTIONED.

Employed by the Hong Kong Telephone Company in Nathan Road, for the past three years, Chan Wah was to-day charged before Mr. H. R. Butters with the larceny of some scrap telephone wire, the property of the company.

Accused pleaded: "I had no intention to steal." On September 23, there was a large quantity of small bits of lead, copper, and wire, and these were not wanted by the Company. They were sold to the Hip Yick Marine store dealer. After they had sold it, there was a little left over, and I swept it up."

A Chinese detective said that he arrested accused opposite No. 180 Reclamation Street. He has about to dispose of some wire at the Hip Yick Marine store dealer. He admitted that he got the wire from the Telephone Company.

Mr. Charles Hatt, engineer in charge, told his Worship that the wire, which was scrap, was usually kept in the stores. On September 23, they sold a lot of this wire to a marine store dealer, and the quantity in Court was evidently some of the lot which fell in the back lane. Accused had nothing to do with the wire. He was employed in the office as floor sweeper and window cleaner.

Mr. Butters (to accused): What is your salary?

Accused: \$24 a month.

His Worship: How long have you been employed?—Three years.

His Worship: No trouble?

Mr. Hatt: No, Your Worship.

Mr. Butters: "Cautioned and discharged."

office on Monday, Mr. Chien Chang-chao made the following statements:—

Kaifeng Railway station has been occupied by the Nationalists and Kaifeng city is expected to fall; the peaceful control of Peking and Tientsin by the Manchurian troops; the collapse of the Peking Government; the conclusion of Honan war within a month; the suppression of bandits and Reds in Hunan.—Canton News Agency.

Headquarters Moved.

Peking, Yesterday.

The headquarters of the National Government, formerly Dr. Wellington Koo's house, is now being opened, but as the house is being restored to Dr. Koo the headquarters will be moved to the barracks near the Peking Union Medical College.

Fang Peng-jen, the chief representative of the National Government, is expected shortly.

The garrison commander, Chu Hsi-chun, having handed over, is leaving at midnight for Hankow. Yen Hsi-shan has appointed him commander of the guards along the Peking-Suiyuan railway.

The Manchurian authorities have advised the education authorities not to allow student demonstrations for the present as they might lead to disturbances.

Tientsin, Yesterday.

For the first time since the arrival of the Manchurian forces they are sending patrols through the native quarters to-night as a precautionary measure as the Shansi gendarmerie have evacuated, while the city is hung with posters bearing the name of Yu Hsueh-zung intended to pacify the populace and reiterating that the Manchurian invasion is not of an aggressive nature but merely a step for the protection of the public and to put a stop to the civil war.

It is learned that a part of the 23rd brigade is remaining here as a garrison while the remainder is being distributed between here and Peking.

In spite of the announcements in the vernacular papers there is up to the present no definite news as to the time of the arrival of W. T. Chen who will act as the Nanking representative here, but Yu Hsueh-zung is expected tomorrow and preparations are being made for his welcome.—Reuter.

HEGIRA OF STRAITS COOLIES.

29 Stowaways Charged Here.

BAD TIMES IN MALAYA.

The very hard times now prevalent in Singapore which has put thousands out of employment was evidenced at the Kowloon Magistracy this morning when 29 Chinese appeared before Mr. H. R. Butters charged with having arrived at Hong Kong from Singapore on the British steamer Sui Sang without having paid for their passages.

Nos. 5, 6, 7, 8, 9, 10, 19, 22, 23 and 29 stated that they had tickets but that they were stolen on board the ship. The remaining pleaded "Guilty."

Detective-Sergeant P. Kellett informed the Court that the defendants were all found hiding in different parts of the ship. There were over 1,400 passengers on board. The defendants were all given an opportunity to pay their passage (which was \$15 each), but they refused to do so. Some had a lot of money, whilst others had none at all. They were all coolies. Sergeant Kellett added that times were very bad in Singapore.

Speaking of the defendants' property, Sergeant Kellett said that the following had some money in Straits currency. No. 2—\$42.50, No. 3—\$15.40, No. 5—\$144, No. 10—\$10, No. 11—\$7, No. 20—\$18, No. 21—\$12, No. 22—\$4, No. 24—\$7, No. 25—\$7, No. 26—\$4, No. 28—\$7.

His Worship: Is this the largest batch you have had?

Sergeant Kellett replied in the affirmative and said that in stowaway cases, the stowaway was always given a chance to pay for his passage on the ship when found. Failing that, he was threatened with prosecution in a Police Court. In this case the Chief Officer could not adopt the usual course of allowing them to pay on board the vessel, because he would have exceeded the number of passengers the ship was entitled to carry.

His Worship (to the chief officer): What if a man should lose his ticket to another man in a gamble?

Unlucky Loser!

From the witness box, Mr. Schofield said that about ten officials counted up the tickets on board, and these accounted for 1,446 deck passengers. The tickets were bought at the shipping office in Singapore, but it was known that if a passenger arrived on board a little late he or she could pay for the passage on board. The defendants were all found yesterday morning at sea, all hiding in boats, winches, under spare propellers and other ingenious places. Others were found mingling with the legitimate passengers, who, when counted, numbered 1,446.

His Worship imposed a fine of \$25 with the alternative of one month's hard labour on each person who pleaded guilty, whilst the others he remanded for 24 hours.

COOLIE'S DEATH.

ALLEGED NEGLIGENT GATE-KEEPER.

SHAMSHUPO SMASH.

What appears to have been negligence on the part of a gate-keeper at a road crossing in Shamshupo is alleged to have caused the death of an earth coolie named Yau Tin-po, yesterday afternoon.

Tam Fat, a licensed motor driver, has informed the Police that about 1 p.m. he was driving a motor bus along the Castle Peak Road, when he approached the crossing. As he came up to the spot, an earth truck crossed the road. The driver alleges that the wooden barrier was not down, with the result that the truck struck the bus, and the coolie riding on it either fell or jumped off, and was killed instantly.

The gatekeeper, Lee Kau, a man of 60, has been detained in connection with the affair.

AN UNRELIABLE WITNESS.

Things He Could Not Remember.

SEIZURE OF HEROIN.

"This witness of yours appears to be practically useless," said Mr. R. E. Lindsell in the Central Court this morning, when the No. 1 boy on the first floor of the Hotel Asia, Connaught Road, Central, was brought by the prosecution to give evidence in a case concerning alleged possession of heroin pills.

Revenue Officer Grimmit, for the prosecution, agreed. "This is an entirely different story to what he told me yesterday, Your Worship," he added. "He told me then that he had made entries in his floor book for defendant alone, who said he could not write Chinese. He also told me that the man changed from Room 212 to Room 204, as 212 was too hot. Now, he tells us that three men came to book the room at the hotel, none of whom he appears to be able to remember. Nor does he recognise defendant as one of them."

Big Haul of Pills.

In outlining the case, and later in evidence, R. O. Grimmit said that about noon yesterday he raided Room 204 at the hotel. Defendant was standing by a wash-hand stand, whilst two other men were lying on cots smoking opium. A fourth man was asleep.

Defendant was asked whether he had any red (heroin) pills. He said he had not, but when searched, five pills were found in his jacket pocket, contained in a paper packet. The officer then searched the room, and under the wash-hand stand, where the slop basin is usually kept, he came across two tins, each containing 10,000 pills. Previously, defendant had been asked where he got the pills found in his pocket. After some demur, he said that a friend named Chan gave them to him. The friend could not be traced, nor did defendant know where he was likely to be found. As to the 20,000 pills, he denied all knowledge of them.

Mr. Grimmit said that on further search he found two pieces of paper under a bed, bearing the hotel label. The tins had apparently been wrapped in the paper, and the label was marked in Chinese "Deposit in Room 404."

An Incoherent Story.

The hotel boy, when put into the box to give evidence, said that three men engaged room 212. Later he was told to change them into Room 204. He sent a fooki along to make the change. He did not know who actually booked the room, or who ordered the change. He did not enter Room 212 until 10 o'clock yesterday, assuming the place was unoccupied. He could not remember how many men were there at 10 o'clock.

Pressed on this latter point, witness became very confused, and was told by His Worship to stand down.

His Worship was of opinion that on the evidence there was slight ground for conviction, but he decided to remand the case until Saturday morning, in order to allow the prosecution to make further enquiries.

FOOD POISONING.

SECOND CASE IN A WEEK.

BAD MUSHROOMS?

The second case within a week of what is thought to be mushroom or fungus poisoning has been reported to the Police, this time from the Bay View area.

At 9.45 last night five people living at 8, King Street, were removed to the Government Civil Hospital, suffering from food poisoning. One was a man of 30 years, whilst two women and a girl of seven were similarly afflicted, besides a boy of nine years of age.

Later investigation of the symptoms gives rise to the opinion that they were caused through eating mushrooms. The condition of the victims is not serious at present.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued and Fully Paid-up \$20,000,000
Reserve Funds \$3,000,000
Sinking Fund \$2,000,000
Reserve Liability of Provisions \$70,000,000

HEAD OFFICE: HONG KONG.

BOARD OF DIRECTORS:

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Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application. Hong Kong, 1st April, 1930.

HONG KONG SAVINGS BANK.

The business of the above bank is conducted by the HONG KONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION. V. M. GRAYBURN, Chief Manager. Hong Kong, 10th July, 1930.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

(NEDERLANDS TRADING SOCIETY) BANKERS. Established 1921.

Head Office: 11, Queen's Road Central.

Authorized Capital Guilders 100,000,000
Paid-up Capital Guilders 20,000,000
Reserve Fund Guilders 40,000,000

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These offices have sale deposit boxes to let.

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Banking business of every description transacted.

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Paid-up Capital Frs. 68,400,000.00
Reserve Funds Frs. 102,000,000.00

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Reserve Fund Yen 118,500,000

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Canton, Rio de Janeiro, etc.

Chungking, Saigon, etc.

Dairen (Dalny), Benito, etc.

Fongtan (Mukden), Semarang, etc.

Hankow, Shanghai, etc.

Hong Kong, Shimomaki, etc.

Honolulu, Soerabaya, etc.

Kai Yuen, Sydney, etc.

Kobe, Tientsin, etc.

London, Yokohama, etc.

Los Angeles, Vladivostok, etc.

Lyons, (Temporarily closed), etc.

Nagasaki, etc.

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

H. MORI, Manager.

Hong Kong, 10th September, 1930.

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Reserve Fund £24,000,000

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CEYLON, PENANG, etc.

COLombo, SOERABAYA, etc.

DAIREN (Dalny), SHANGHAI, etc.

DELHI, SHIMODA, etc.

HANKOW, SHANGHAI, etc.

HONG KONG, Tientsin, etc.

IOGO, YOKOHAMA, etc.

KARACHI, YOKOHAMA, etc.

Kobe, YOKOHAMA, etc.

KOWLOON, YOKOHAMA, etc.

KUALA KANDAR, YOKOHAMA, etc.

Foreign Exchange and General Banking business transacted.

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A. H. FERGUSON, Manager.

Hong Kong, 8th January, 1929.

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(Established 1917.)

CAPITAL:

Authorized Straits \$20,000,000

Issued 5,000,000

Reserve 4,000,000

Surplus 4,000,000

of Shareholders 2,526,000

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Colon, Singapore, etc.

Hankow, Hong Kong, etc.

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Kobe, Yokohama, etc.

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CEYLON, PENANG, etc.

COLombo, SOERABAYA, etc.

DAIREN (Dalny), SHANGHAI, etc.

DELHI, SHIMODA, etc.

HANKOW, SHANGHAI, etc.

HONG KONG, Tientsin, etc.

IOGO, YOKOHAMA, etc.

KARACHI, YOKOHAMA, etc.

Kobe, YOKOHAMA, etc.

KOWLOON, YOKOHAMA, etc.

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A. H. FERGUSON, Manager.

Hong Kong, 8th January, 1929.



Commerce and Finance.

CEYLON VIEWS ON RESTRICTION.

Question of Minimum Wage.

DEPUTATION TO GOVERNMENT.

A deputation representing Rubber interests, in Ceylon met His Excellency the Officer Administering the Government at Queen's House, Colombo, on August 16.

The deputation consisted of the following: The Hon. Messrs. M. J. Cary, D. S. Senanayake, C. H. Z. Fernando and Messrs. J. A. Tarbat, F. R. Roe, Major Scoble Nicholson, Messrs. Neville Rolfe, F. H. Griffiths and Wace de Niese. The Honourable the Acting Colonial Secretary and the Treasurer were in attendance.

The deputation asked that a cable be sent to the Secretary of State for the Colonies to the effect that His Excellency had received a deputation representing the local rubber interests and urging upon him the necessity of Government restriction in some scheme of restriction as they considered it absolutely necessary in the interests of the industry.

The deputation also urged, if Government agreed that restriction was necessary and would cable their request and Government's opinion to the Secretary of State, the desirability of appointing a Committee, with a Government official as chairman, to consider the question of restriction and suggest what form it should take in this country.

The deputation further raised the question of the minimum wage for Indian labourers and asked for Government support for a reduction of that wage. His Excellency said that he could not commit himself to anything on this matter at that moment because the subject had been brought up without any notice, but added that Government would do all in its power to help them.

Committee to be Appointed.

A cablegram was accordingly dispatched to the Secretary of State on Aug. 20, to the effect that a representative deputation of the local rubber industry urges the necessity of compulsory restriction with Government support in all producing countries to save the industry; that His Excellency supports the request in view of the grave position of the local industry; that His Excellency is satisfied that all local interests desire restriction and that Government is prepared to introduce the necessary legislation provided all producing countries join.

It is proposed to appoint a joint Committee of Officials and Unofficials representative of rubber interests to watch the situation and make recommendations to Government. The Official Members of the Committee will be the Controller of Revenue (Chairman), Mr. Burden and Mr. Bickmore.

RUSSIAN COAL FOR CANADA.

Germany Finds Ground For Satisfaction.

OPPORTUNITY FOR TRAMP.

The North German Press sees a ray of light for unemployed tramp shipping in Russia's new activities as a coal-exporting country.

The Hamburger Fremdenblatt comments on the fact that while Britain's efforts to find an export area for coal in the Dominion of Canada have proved comparatively unsuccessful as a competitor to coal in the United States, Russia has apparently succeeded in getting a secure foothold in Canada, where a Canadian firm has entered into a contract with Russia, according to which 250,000 tons of coal per year are, for the next 10 years, to be exported from the port of Mariopol on the Sea of Azoff to Montreal.

The transport of coal under this contract has already begun, and at rates that are regarded as favourable on the basis of 12s. 9d. per ton for May-June or July-August. This means about 6s. a ton more than is being paid at the moment from Cardiff to Montreal.

The German paper says that the fact that the Russian coal can pay this higher rate and yet compete with British and American or Alberta coal is to be explained on the ground of the lower mining costs of the Russian product.

Should this coal export trade develop, the "Fremdenblatt" continues, it may well offer a sphere of activity for tramp shipping that may in some slight measure serve to make up for the almost complete breakdown of the once so important Russian grain export.

EUROPEAN TRADE RESUSCITATION.

Budgetary Control and Research Groups.

Geneva, July 18.

The International Budgetary Conference, convened by the International Management Institute, which has been sitting here this week, was attended by over 200 delegates, and, as a result of the contacts established between business men from 22 different countries, it appears highly probable that international management research groups will be formed in the near future for the automobile, foods, textile, steel and electrical supplies industries, as well as for public utilities and large combines of undertakings.

The work of such groups should prove of great assistance in the resuscitation of European trade and in establishing closer relationships between commercial and industrial circles in the United States and in Europe.

The following resolutions were enthusiastically adopted by the Conference: "The international Conference on Budgetary Control, considering the importance of budgetary control for public and private administration, recommends that the International Management Institute should co-operate with the International Committee for Scientific Management in promoting the formation of research groups, which will study the application of budgetary control in individual cases.

Technical Assistance.

In order to give effect to this proposal, the Conference recommends:

(a) That each national committee or other organization for rationalization shall create a sub-committee for the study of the question of budgetary control analogous to the sub-committee of the Reichsministerium.

(b) That in different branches of industry there should be formed national and international groups for the study of the application of budgetary control.

(c) That the International Management Institute should be asked to secure liaison between the groups mentioned in paragraphs (a) and (b) and between the members of the international groups; and to secure to them all necessary technical assistance.

"During the conference, groups representing various industries were formed, and met for private discussion on budgetary control problems of special interest in each field. In view of the success of this conference, it is proposed to organize a similar one next year on the subject of research work in industry.

RADIO TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:

5 p.m.—European Programme of Victor Records.

Fidelio—Overture (Beethoven), Berlin State Opera Orch. (1487).

The Old Refrain, Midnight Bells, Fritz Kreisler, Violinist (1465).

Jocelyn—Angels Guard, Thee (Godard), Hilda Lashanska, Soprano (1469).

Dance Exotique (Demeny), Paganini Etude in E Flat Major (Liszt), Vladimir Horowitz (1468).

Pagan Love Song, Gullietta Morino, Violin Solo (V33).

Hi—Lo—Lo, The German's Arrival, George Watson, Yodler (20190).

Serenade & Lamour, Tounours, L'Armour, Richard Crooks, Tenor (1478).

I'm bottin' the Roll on Roamer, The Return of Abdul Abul Amir, Frank Crumit, Comedian (22483).

Among my Souvenirs, The Revellers, Male Voices with Piano (21100).

Londonderry Air, Philadelpha Chamber String Simphonietta (4186).

6 p.m.—Children's Programme.

Dance of the Hours (Ponchielli), Victor Symphonic Orchestra (35833).

Calm as the Night (Bohm), Serenade (Schubert), Louise Homer, Contralto (6703).

Lotus Land (Cyril Scott), Hungarian Dance No. 17 (Brahms), Fritz Kreisler, Violinist (6700).

Valse (Arensky), Impromptu (Schubert), Harold Bauer and Ossip Gabrilowitch, Piano Duo (8162).

Good Bye (Tosti), Serenade (Tosti), Rosa Ponselle, Soprano (6711).

Traumerei (Schumann), Andantino (Lemare), Edwin Lemare, Grand Organ Soloist (35848).

The Swallows (Dole), Ava Maria (Schubert), Boy Soprano (35847).

Russian Bazaar—Medley of Waltzes, Russian Inn, Kiriloff's Balalaika Orch. (35826).

Valse Triste (Sibelius), Hounoursko (Dvorak), Misha Elman, Violin (6836).

When day is Done, Soliloquy... Paul Whiteman and His Concert Orchestra (65923).

Gems from "My Maryland", Victor Light Opera Co. (35810).

Romance (Tschalkowsky), In a Monastery Garden (Ketybstra, Victor Concert Orchestra (35808).

8 p.m.—Chinese Studio Concert.

9 p.m.—Weather Report.

10.30 p.m.—Close Down.

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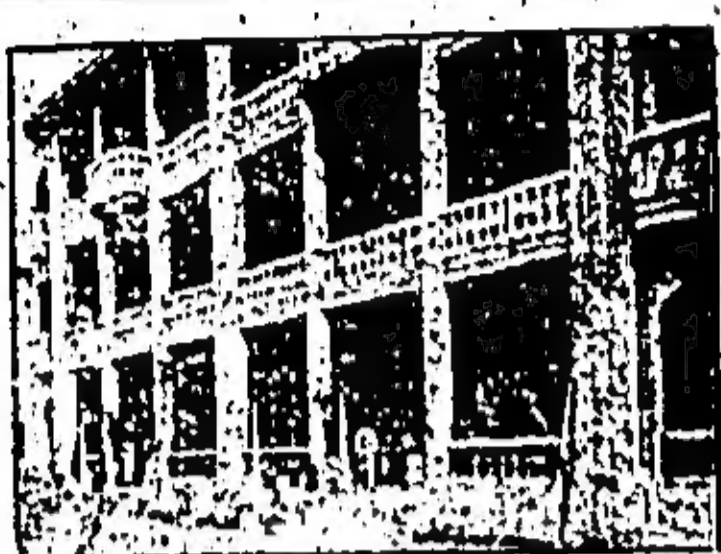
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Macao, Siam, Straits Settlements,
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On View from Wednesday, September 24, 1930.
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers
Hong Kong, Sept. 20, 1930.

THE Undersigned have received instructions from The Registrar, Supreme Court, to sell by Public Auction

ON
FRIDAY, September 26, 1930,
at 12 o'clock Noon,
at their Sales Room,
Duddell Street.

The Goods and Chattels of
Metropole Hotel Annex of
No. 7, Duddell Street.
Terms:—As Customary.
LAMMERT BROS.,
Auctioneers.
Hong Kong, September 23, 1930.

THE Undersigned have received instructions from The Registrar, Supreme Court, to sell by Public Auction

ON
FRIDAY, September 26, 1930,
at 12 o'clock Noon,
at their Sales Room,
Duddell Street.

The Goods and Chattels of
A. and P. Leong Hingkee
(Metropole Hotel) of
No. 22, Ice House Street.
Terms:—As Customary.
LAMMERT BROS.,
Auctioneers.
Hong Kong, September 23, 1930.

THE Undersigned have received instructions to sell by Public Auction

ON
MONDAY, September 29, 1930,
commencing at 11 a.m.,
at No. 3, Amal Villas, Kowloon.

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE
On View from Saturday, September 27, 1930.
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, September 24, 1930.

SPORT NOTICES**HONG KONG JOCKEY CLUB.**

THE SEVENTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 27th September, 1930, commencing at 2 p.m.

The first bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE

Members are notified that they and their ladies must wear their badges prominently displayed. No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5 for Gentlemen and \$2 for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE

The price of admission to the Public Enclosure is \$1 for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers, Tipsters, &c. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, 20th Sept., 1930.

HONG KONG JOCKEY CLUB.**DRAFT PROGRAMMES and ENTRY FORMS for the EIGHTH EXTRA RACE MEETING**

to be held on FRIDAY, 10th October and on SATURDAY, 11th October, 1930 (weather permitting) may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.

Entries CLOSE at 12 o'clock Noon on THURSDAY, 2nd October, 1930.
Hong Kong, 19th Sept., 1930.

NOTICE.**ANNUAL GENERAL MEETING.**

THE ANNUAL GENERAL MEETING of the Kowloon Football Club will be held in the Club Pavilion at 6 p.m. on TUESDAY, September 30, 1930.

By Order of the Committee.
JAMES SMITH,
Hon. Secretary.
Hong Kong, September 23, 1930.

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QUEEN'S present Bessie Love and Van and Schenck, in "They Learned About Women," a Metro-Goldwyn-Mayer new musical sound feature. Van and Schenck, the famous singing stars, with ten new song hits bring a bit of the life they have known as vaudeville performers and baseball players into the picture, enacting the roles of ball players who drift on to the stage to fill in the gap between seasons on the diamond. A talkie film.

CENTRAL features John Brown and Bebe Daniels in "Rio Rita," a colourful romance of spectacular scenes and hilarious comedy. The singing of John Brown is sheer ecstasy and Bebe Daniels plays her role in musical comedy with very creditable success. An appealing story, beautiful songs, and a splendid chorus make this film a strong rival to "The Love Parade." A talkie film.

MAJESTIC presents Clara Bow in "The Fleet's In!" a rollicking comedy with Clara in her best form of entertainment. A silent film.

As an additional attraction the theatre presents on the stage Eleanor Ninon and Leo Martin in "Gay Paree." Attractive songs and delightful dancing are the features of a splendid little entertainment.

STAR features Lillian Gish in "The Scarlet Letter." The picture has been staged on a lavish scale with a large cast of celebrities. As the little seamstress whose great love caused her to rise to almost angelic heights, Miss Gish gives a memorable performance. Consummate artistry marks every phase of her struggle against intolerance, and the climax holds one spellbound. A silent film.

WORLD presents John Gilbert and Greta Garbo in "Flesh and the Devil." Elaborate replicas of old German castles, a complete reproduction of the Berlin railway station and its trains, and other remarkable feats of screen construction make the picture so authentic that one would imagine it had actually been filmed in Europe. A silent film.

SUPREMACY IN THE AIR.

Europe Ahead in
Military Flying.

DOOLITTLE SAYS MUCH.

St. Louis, Aug. 14.

The military air forces of the United States is excelled by those of European countries, Mr. James H. Doolittle, formerly a lieutenant in the U.S. Air Corps, said here after returning from a survey of Europe.

"Although we are considerably behind in military flying, our commercial aviation is on a par with that of the Europeans," Mr. Doolittle said.

Mr. Doolittle, after a three months' aviation survey of Europe, blames our loss of military supremacy to abandonment of air racing.

"The army stopped building racing planes in 1925 and since then we have not added a mile to the speed of our pursuit ships."

"The fastest planes we have today are the old ones which were constructed in 1925. But, the Italians and other countries have continued air racing activities and the lesson they learned has enabled them to surpass us."

Fighting Plane.
"Some of the European fighting planes can outfly the best we've got by 90 miles an hour. In commercial flying there is not a great deal of difference between here and abroad. Speed of our lines perhaps gives us the inside track however."

"They are never in a hurry over there. There planes stop more frequently and allow the passengers more time than before resuming the fight than we do. Night flying with passengers has not been attempted," he said.

Starting at Athens, Greece, Mr. Doolittle and his party flew over nearly 8,000 miles of airways and visited 21 countries.

The survey was sponsored by the Curtiss interested in an effort to develop European markets for American manufactured planes.

Since leaving the U. S. Air Forces Mr. Doolittle had been connected with the aviation department of a large oil company.—United Press.

Paris' Pet Papa.

Victor McLaglen and Fifi D'Orsay in "Hot for Paris," the attraction at the Queen's from Friday.

**OVERLAND
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A WEEK'S PAPERS IN ONE.

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A portrait of Sir Cecil Clementi, K.C.M.G., late Governor of Hong Kong and ex-Chancellor of the Hong Kong University, was unveiled by H.E. the Governor, Sir William Peel, K.B.E., C.M.G., in the Great Hall of the University, during the week. Later H.E. the Governor was asked by Mr. W. W. Hornell, Vice-Chancellor of the University, to open the new biological laboratory of the University. The generosity of friends in making this addition possible was dwelt upon by the speaker, it being mentioned that one Chinese had donated \$50,000. The OVERLAND CHINA MAIL contains a complete account of the ceremonies.

There have been several company meetings of considerable interest during the week. At one of them, a motion was approved for an additional share issue by the Dairy Farm, Ice, and Cold Storage Company, Limited. A motion to increase the fees of directors of the Hong Kong, Canton, and Macao Steamboat Company, also went into effect. The OVERLAND CHINA MAIL carries a full report of these meetings, together with the report presented to shareholders at a meeting of the Hong Kong and Canton Ice Co., Ltd.

A prosecution, described as the first of its kind, was brought by the Police against a Kowloon resident for unlawfully announcing or making public details of a lottery for jewellery prizes. The Police brought a second charge against defendant's son for announcing the lottery in a local Club, and, in fact, effected the arrest there. The OVERLAND CHINA MAIL contains full details.

The evil of street snatching appears to be on the increase, and some smart sentences have been meted out by the Magistrates during the week, one offender getting one year in prison and 24 strokes of the birch, and a second, who pleaded ineffectually for leniency, receiving five months, and 20 strokes. These and other local cases are fully reported in the OVERLAND CHINA MAIL.

It is now definitely established that the big local property deal exclusively announced in the OVERLAND CHINA MAIL a few weeks ago, has finally gone through. The Imperial Chemical Industries (China) Limited, already taken over the property at East Point formerly belonging to the China Sugar Refinery Co., Ltd. (in liquidation), although the actual purpose to which it will be put is not as yet divulged.

News from the North seems to indicate that the Manchurian troops have taken peaceful possession of Peking, thus deposing the short-lived regime of the Shanai war-lords. The OVERLAND CHINA MAIL contains all the latest despatches from this much-troubled area, together with comment by special correspondents on the spot.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL—the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at the cost only of \$3.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the news and special features from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters from Home, Australia, and Canada testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep that those away from the Colony, yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the most popular weekly news budget, as it has been compiled just to suit present-day requirements, as it has done all along. What more could be desired?

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CHICHIBU MARU Thursday, 9th October.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

HIYO MARU Wednesday, 22nd October.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

YASUKUNI MARU Saturday, 4th October at 8 a.m.

HAKONE MARU Saturday, 18th October at 7 a.m.

SYDNEY & MELBOURNE via Manila & Port.

AKI MARU Tuesday, 21st October.

KITANO MARU Tuesday, 18th November.

SHIMBAY via Singapore, Penang, & Colombo.

† MALACCA MARU Saturday, 27th September.

TANGO MARU Saturday, 11th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

HEIYO MARU Tuesday, 30th September.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.

KANAGAWA MARU Friday, 17th October.

NEW YORK, BOSTON via Panama.

† TOBA MARU Tuesday, 7th October.

LIVERPOOL via Port Said, Suez, Constantinople, Genoa.

† LIMA MARU Tuesday, 14th October.

CALCUTTA via Singapore, Penang & Rangoon.

† TOKUSHIMA MARU Monday, 29th September.

† MURORAN MARU Wednesday, 8th October.

SHANGHAI, KOBE & YOKOHAMA.

† NAGATO MARU (Mojito direct) Monday, 29th September.

TAMBA MARU Monday, 29th September.

HAKOZAKI MARU Friday, 3rd October.

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SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore,

Colombo, Suez and Port Said.

ALASKA MARU Friday, 10th October.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

BUENOS AIRES MARU Friday, 3rd October.

SANTOS MARU Friday, 31st October.

BOMBAY—Via Singapore & Colombo.

HAVRE MARU Saturday, 4th October.

BORNEO MARU Sunday, 19th October.

DURBAN, LOURENCO MARQUES, REIRA, DAR-ES-SALAAM, ZAN-

ZIBAR & MOMBASA—Via Singapore & Colombo.

CALCUTTA—Via Singapore, Penang & Rangoon.

BURMA MARU Friday, 3rd October.

SEATTLE MARU Saturday, 18th October.

VICTORIA, SEATTLE, TACOMA & VANCOUVER.

ARABIA MARU (from Shanghai) Thursday, 2nd October.

MELBOURNE—Via Manila, Brisbane & Sydney.

BRISBANE MARU Monday, 6th October.

SHANGHAI—Via Hotham & Peking.

NEW YORK—Via Japan ports & Panama.

SANTO MARU Saturday, 25th October.

JAPAN PORTS.

GANGES MARU Friday, 26th September.

KEELUNG—Via Swatow & Amoy.

HOZAN MARU Sunday, 5th October, Noon.

CANTON MARU Sunday, 12th October, Noon.

TAKAO—Via Swatow & Amoy.

KOISO MARU Saturday, 11th October.

For further particulars please apply to—OSAKA SHOSHA, LTD.

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WARSHIPS IN PORT

The following British warships are in harbour to-day—
Caradoc—West wall dock.
Seraph—In dock.
Seamew—East wall.
Moth—in dock.
Sepoy—North arm.
Serapis—in dock.
Tamar—Basin.

Foreign.

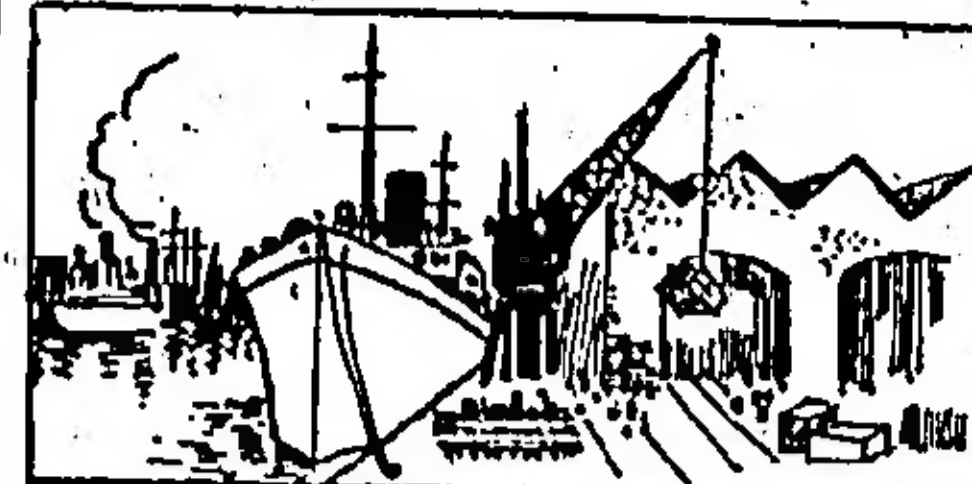
Adamastor—Portuguese cruiser.
Patia—Portuguese gunboat.
Helena—American cruiser.
McCormick—American gunboat.
Ming Sang—Chinese gunboat.

NORWEGIAN WHALING EXPEDITIONS.

Forty Norwegian whaling expeditions, carrying 10,000 men, are expected to leave for Antarctic waters in the coming season.

The Norvegia will set out from Capetown probably in September, and will sail right round Antarctica, studying the movements of whales, and making scientific observations.

It will not carry aeroplanes. One of the leaders of the expedition said that he saw no reason against claiming land for Norway if any was found which did not belong to other nations.



Shipping Intelligence.

CHINA MERCHANTS S.N. CO.

Regulations for Its Reorganisation.

ORDERS FROM NANKING.

Nanking, Sept. 17.
A mandate was issued yesterday by the State Council formally promulgating the Provisional Regulations governing the reorganisation of the China Merchants' Steam Navigation Company which was adopted at the 92nd meeting of the Council.

The Regulations consist of 13 articles in all and provide for the creation of a Reorganisation Committee composed of nine members to be selected and appointed by the State Council and a General Administration Office to be placed under the control of a Special Commissioner.

The Committee will be the highest deliberative and supervisory organ while the Administration Office will devote itself solely to the administration of the Company.

The Regulations.

Following is a full translation of the Regulations:—

Article 1.—For the purpose of reorganising the China Merchants' Steam Navigation Company for development of navigation of the country and in compliance with a resolution adopted at the 2nd Plenary Session of the 3rd Central Executive Committee, the State Council shall specially establish a Committee which will be responsible for supervision and direction, and a General Administration Office to be placed under a Special Commissioner, which will take charge of the reorganisation and administration of the Company.

Article 2.—The following matters shall be decided upon at the meetings of the Committee:—

1.—Formulation of navigation policies.

2.—Establishment and abolition of subordinate organs.

3.—Sanction of rules and regulations governing the appointment, dismissal, security of tenure and duties of the staff members.

4.—Increase of capital and the adjustment of matters relating to the shares of the Company.

5.—Examination and sanction of budgets and financial statements.

6.—Disposal of profits.

7.—Liquidation of debts owed by and to the Company.

8.—Conclusion and abrogation of contracts and agreements.

9.—Custody and habilitation of the properties of the Company.

10.—Other important matters.

Committee of Nine.

Article 3.—The Committee shall consist of nine members, to be selected and appointed by the State Council with one of the members designated as the Chairman.

Article 4.—The General Administration Office under the Special Commissioner shall administer all affairs pertaining to the reorganisation and administration of the Company.

Article 5.—The Special Commissioner may from time to time attend the meetings of the Committee to make reports on the business, conditions of the Company and submit his recommendations.

Article 6.—The Committee shall have a Secretariat to take charge of all general affairs of the Committee; a General Auditing Department to take charge of the auditing of the receipts and disbursements of the Head Office, branch offices and other subordinate organs of the Company and all matters pertaining to the examination and preparation of budgets and financial statements; a Planning (Ways and Means) Sub-Committee to discuss and formulate plans for the financial rehabilitation of the Company.

The Chief Secretary, Secretaries, Chief of the General Auditing Department, members of the Planning Sub-Committee and all other subordinate staff members shall be appointed by the Committee.

Article 7.—The General Administration Office shall have a Secretariat and a number of Sections to take charge of all administrative matters of the Company. Appointment of the Chief Secretary, Secretaries, Sectional Chiefs, Directors of the Branch Offices and Heads of the various subordinate organs shall be considered and made by the Committee upon the recommendation of the Special Commissioner; other members of the staff will be appointed by the

Special Commissioner and reported to the Committee for record.

Article 8.—The Committee may engage legal advisers for consultation and performance of all legal matters.

Article 9.—For navigation, accounting and other technical work, the General Administration Office may engage the services of foreign experts and specialists.

Article 10.—The Committee shall, once every half-year, submit to the State Council reports on the business and economic conditions of the Company as well as plans for its development.

Whenever necessary, the State Council may dispatch special deputies to make investigations and audit the accounts.

Article 11.—Regulations governing the organisation of the Committee, Rules governing the meetings of the Committee, Regulations governing the organisation of the General Administration Office and the Branch Offices together with Rules of Procedure, and the Rules governing the auditing of accounts shall be separately formulated.

Article 12.—For any matters not provided for in these regulations, the Committee may petition the State Council for necessary revisions.

Article 13.—These regulations shall come into force on the day of their promulgation. — Kuo Min.

ARRIVALS OF SHIPS.

Tuesday, September 23.

Hellas, Norwegian str., 1,114 tons,

Capt. J. Davidson from Hothow, buoy No. C46.—Thoresen & Co.

Tetsuzan Maru, Japanese str., 1,241 tons,

Capt. K. Murakami, from Canton, buoy No. B53.—Wada Jimusho.

Toyo Maru No. 6, Japanese str., 1,301 tons,

Capt. Takeuchi, from Swatow, buoy No. B50.—Wada Jimusho.

Wednesday, September 24.

Athens, British str., 5,259 tons,

Captain H. Jones, from Samarang, Private Wharf.—Pure Cane Molasses & Co.

Bintang, Danish str., 1,725 tons,

Capt. H. Halling, from Hothow, buoy No. C39.—John Manners & Co.

Corona, Norwegian str., 1,953 tons,

Capt. E. Stormer, from Chingwangtao, Laichikok.—Dodwell & Co.

Dell Maru, Japanese str., 1,292 tons,

Capt. E. Sanada, from Canton O.S.K. Wharf.—O.S.K.

Emp. of Japan, British str., 15,725 tons,

Captain S. Robinson, C.B.E., R.D., R.N.R., from Vancouver, Kowloon Wharf.—C.P.S.

Glenamoy, British str., 4,656 tons,

Captain C. E. Homan, from Shanghai, buoy No. A3.—J. M. & Co.

Hang Sang, British str., 1,356 tons,

Captain L. H. Hutching, from Canton, buoy No. B32.—J. M. & Co.

Heiyo Maru, Japanese str., 9,815 tons,

Captain T. Goto, from Osaka, Kobe and Moji, Kowloon Wharf.—N.Y.K.

Hin Sang, British str., 1,885 tons,

Capt. T. Grant, from Sandakan, buoy No. B47.—J. M. & Co.

Mautatsu Maru, Japanese str., 2,234 tons,

Capt. G. Kawakami, from Dairen, buoy No. A27.—D.K.K.

Nagapore, British str., 5,283 tons,

Capt. F. McEwan, from London Kowloon Wharf.—P. & O.

Pendopo, Dutch str., 2,665 tons,

Capt. A. Van Gogh, from Foochow, Laichikok.—Standard Oil Co.

Saarbruecken, German str., 5,836 tons,

Captain J. Meyer, from Manila, Kowloon Wharf.—Melchers & Co.

Suiyang, British str., 1,594 tons,

Capt. Allinson, from Swatow, buoy No. B13.—B. & S.

Taiyuan, British str., 2,109 tons,

Capt. R. Robertson, from Canton, buoy No. B15.—B. & S.

Unda, British str., 879 tons,

Capt. R. H. Smith, from Balikpapan, A.P.C. Wharf.—A.P.C.

Van Heutz, Dutch str., 2,749 tons,

Capt. J. Groothoff, from Swatow, buoy No. A8.—J.C.J.L.

Yoshida Maru, Japanese str., 3,349 tons,

Captain K. Uchida, from Milka, buoy No. B51.—Y.K.K.

STEAMERS' MOVEMENTS

The P. & O. s.s. Kashgar left Shanghai for this port on September 23 at 3.30 p.m., and is due here on September 26 at about 5 a.m.

The Ben Line s.s. Renverfich from Middlesbrough, Antwerp, London and Straits left Singapore for this port on September 24, and is due to arrive here on September 25.

MORE FOREIGN VESSELS.

New Slump in British Shipbuilding.

From an analysis of Lloyd's Register returns for the quarter ended June 30 last, there emerge several disconcerting facts. Chief among these is the sharp decline in the amount of tonnage commenced in Great Britain and Ireland during the three months under review. There has been a reduction of no less than 46 per cent. in the aggregate of new shipping begun, while the tonnage launched shows an increase of 35 per cent.

The significance of these figures is obvious. They mean that our shipyards, after the temporary boom which set in a year ago, are now becoming very short of work. New contracts are scarce, and as the ships begun in the late boom are being launched in batches many berths have become vacant.

Another disquieting fact brought out by the returns is that the tonnage under construction abroad is now 14,736 tons higher than the figure at the end of March, whereas in British yards there was a decrease on the quarter of 222,990 tons.

The present British total of work in hand—1,392,033 tons—is 61,843 tons less than at the end of June, 1929. The total tonnage under construction in the world amounts to 3,057,735 tons. Of this aggregate British and Irish yards are responsible for 45.5 and foreign yards for 54.5 per cent.

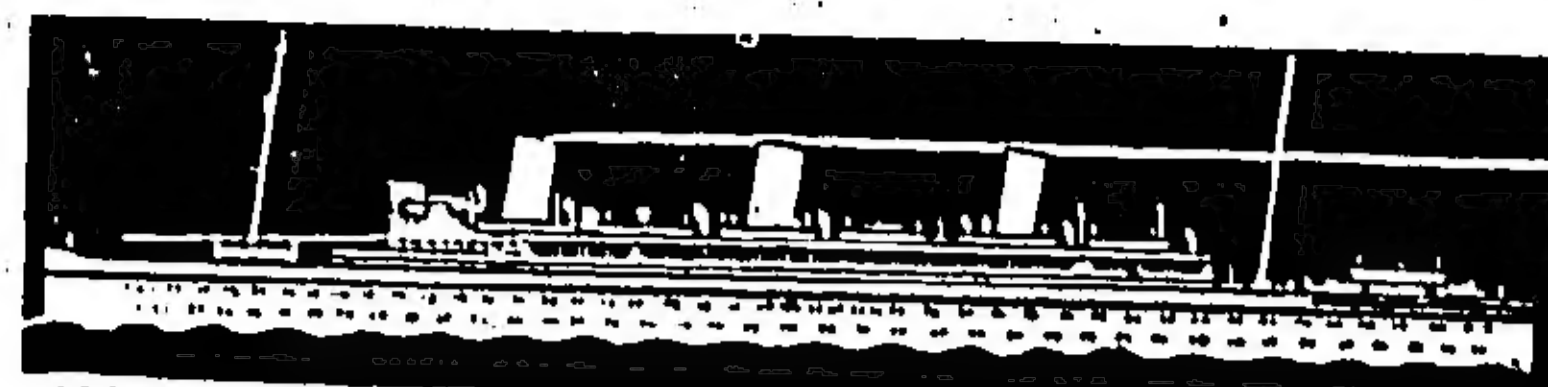
Within the last three months the new tonnage commenced in this country has decreased by 196,000 tons as compared with the total for the preceding quarter. The analysis of the returns makes it plain that one of our greatest national industries is, at the moment, passing through a difficult phase, though there are signs that the outlook may become somewhat brighter in the Autumn.

PACIFIC RUN.

FAST TIME BY "HIYE MARU."

The local branch of the N.Y.K. has received advice from Seattle through the head office in Tokyo that the new motor ship, Hiyé Maru, which left Yokohama on August 26, made very good time in crossing the Pacific Ocean on her maiden voyage from Yokohama to Racine, doing it in 10 days, 13 hours, 39 minutes. She arrived at Seattle via Victoria, B.C., on September 5, being just one full day ahead of her schedule.

The C.P.S. R.M.S. Empress of Japan, Capt. S. Robinson, C.B.E., R.N.R., (from Manila), is due here at 8 a.m. on September 29 (Monday), and will berth at Pier No. 5, Kowloon Wharf. She will leave here for Victoria and Vancouver, B.C., via Shanghai (Woo-sung), Kobe and Yokohama at noon on October 2 (Thursday).



LARGEST AND FASTEST SHIPS ACROSS THE PACIFIC

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CANADIAN PACIFIC WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

SEPT.-OCT. SAILINGS.

DEPARTURE HOURS: Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING" [1,068 tons—Capt. Trotter]

MON. 29th SEPTEMBER.

SUN. 5th OCTOBER.

FRI. 10th MON. 27th

WED. 15th

S.S. "TAI MING" [649 tons—Capt. G. J. Spink]

THURS. 25th SEPTEMBER.

WED. 1st OCTOBER.

TUES. 7th THURS. 23rd

MON. 13th WED. 29th

For information apply to—

KWONG WING Co., Ltd., 29, Connaught Road, West, Phone 26953.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

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WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
KASHGAR	9,005	27th Sept. Noon	Marseilles, London, Hull, Rotterdam & Antwerp.
MALWA	10,980	11th Oct.	Bombay, Marseilles & London.
MIRZAPORE	6,715	15th Oct.	Strait, Bombay & London.
KHYBER	9,114	25th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MACEDONIA	11,120	8th Nov.	Bombay, Marseilles, London, Hull, Hamburg, & Antwerp.
NAGPORE	5,263	15th Nov.	Marseilles, London, Hull, Rotterdam & Antwerp.
KARMA	9,128	22nd Nov.	Marseilles, London, Hull, Hamburg, & Antwerp.
RAWALPINDI	16,610	6th Dec.	Bombay, Marseilles, London, Hull, Rotterdam & Antwerp.
KALYAN	9,144	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
LAHORE	5,304	27th Dec.	Marseilles, London & Hull.
RANCHI	16,650	3rd Jan.	Bombay, Marseilles & London.
KASHMIR	5,318	10th Jan.	Marseilles, London & Hull.
KASHMIR	8,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.

* Cargo only. * Calls Casablanca.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,949	3rd Oct.	Singapore, Penang & Calcutta.
TALAWA	10,008	23rd Oct.	Singapore, Penang & Calcutta.
TALAMBA	8,918	12th Nov.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	3rd Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
NELLORE	6,853	31st Oct.	
TANDA	6,956	5th Dec.	

Regular monthly sailings from Hong Kong to Shanghai, and Japan
and Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Hilo,
Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports on route as in-
ducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KHYBER	9,114	25th Sept. Noon	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,008	2nd Oct.	Amoy, Shanghai, Moji, Kobe & Osaka.
NELLORE	6,853	7th Oct.	Shanghai, Moji, Kobe, Osaka & Yama.
MOREA	10,064	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
KIDDERPORE	5,334	11th Oct.	Shanghai, Moji, Kobe.
KARMA	9,128	20th Oct.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,610	22nd Oct.	Shanghai, Moji, Kobe & Osaka.
KALYAN	9,144	23rd Oct.	Shanghai, Moji, Kobe & Yokohama.
LAHORE	5,304	5th Nov.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,610	7th Nov.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,956	11th Nov.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	5th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at
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All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to—
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THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and
IRON WORKERS. All work done in this establishment is guaranteed.
We have over thirty years' experience. We own two slipways and can
accommodate any craft of 200 feet long.
Town Office: 64, Connaught Road Central, Hong Kong. Tel. 25459.
Shipyard: Sham-Sui-po, Kowloon, Hong Kong. Tel. 57699.
Estimates furnished on application.
Hong Kong, April 1, 1931.

NEW ZEALAND LINER IN CYCLONE.

Chief Officer Swept
Overboard.

REMARKABLE COURAGE.

When the Shaw, Savill and Albion
liner Tainui arrived at London from
New Zealand ports with passengers,
Captain Clifton Mogg, the com-
mander, reported that six days
after leaving Auckland on June 28,
the vessel was struck by a 90 miles
per hour cyclone, when Chief Officer
Seddall was washed overboard and
drowned, and five members of the
crew were injured. Captain Clifton
Mogg confessed that there were
times during the cyclone when he
thought the end had come. The
seas were mountainous and the ves-
sel was tossed about like a piece of
driftwood. None of the passengers
was injured, and all displayed re-
markable courage during the period
of danger.

Captain's Story.

Captain Clifton Mogg, in the
course of an interview, said:—"The
accident occurred at 8.30 p.m. on
July 4. Mr. Seddall, the chief offi-
cer, was working at the head of his
men at No. 3 hatch to secure the
steel casings covering the refriger-
ator pipes, already damaged by heavy
water, when an enormous sea swept
across the ship. It took away the
pipe casings, breaking the pipes,
stove in a hatch, flooded the passen-
ger accommodation, and washed all
bands away. When it cleared off
and we were able to take stock, it
was found that five men were in-
jured, two seriously, and Mr. Seddall
was missing.

At this time the ship had crossed
the path of a cyclone which had been
carefully watched for 24 hours pre-
viously. The wind, which had been
blowing from the east with gale
force all the previous night, shifted
to the north at 3 a.m., placing the
centre of the cyclone astern, but
raising a very heavy sea. A heavy
sea was shipped amidships at 1.10
p.m., doing some damage and flood-
ing the engineers' quarters. A very
heavy sea was shipped at 5.25 p.m.,
lifting off the refrigerator pipe
casing at No. 3 hatch, with other
damage. Oil was then streamed
from the forward pipes, this being
continued all night. At 8.30 p.m.
the exceptionally heavy sea was
shipped which took the chief officer
and watch away and stove in No. 3
hatch, breaking the refrigerator
pipes, etc.

It was considered too dangerous
to round the ship to in the sea then
running, apart from the fact that
it was quite dark and that the mis-
sing man would by that time have
been about three miles' astern.

CONSIGNEES.

BLUE STAR LINE (1920), LTD.

NOTICE TO CONSIGNEES.

Steamer, "TROJAN STAR"

From CONTINENTAL PORTS.

Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the Godowns of
the Hong Kong and Kowloon Wharf
& Godown Company Ltd., at Kowloon,
whence and/or from the wharves de-
livery may be obtained.
Optional Cargo will be forwarded
unless notice to the contrary be given
before September 19, 1930.
No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
25th instant will be subject to rent.
All claims against the vessel must
be presented to the undersigned on or
before the 5th prox. or they will
not be recognized.
All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on or
before the 10th inst. by our surveyors
Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
Bill of Lading will be countersign-
ed by **DODWELL & CO., LTD.**
Agents.
Hong Kong, 19th September, 1930.

BLUE STAR LINE

Far Eastern Service.
Regular Monthly Fast Freight Service.
Refrigerated and general cargo.
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S.S. "FRESNO STAR"

on
OCTOBER 8th.

for
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ROTTERDAM, HAMBURG & LIVERPOOL.

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Queen's Buildings.

HONG KONG AND MACAO LINE in Good Speed S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.
Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply to—

CHUEN ON STEAM BOAT CO., LTD.
241, Des Voeux Road C. Tel. 28061.

Repairs to the damaged hatch were
effected under great difficulty by the
second officer, Mr. Baker, and mem-
bers of the crew. The ship con-
tinued before the wind, but the
squalls were almost continuous, and,
in my estimation, at least 90 miles
per hour. I think the oil had a
good effect in keeping the sea from
breaking on board.

One heavy sea was shipped at 5.30
a.m. over the stern which did con-
siderable damage on the after-deck
breaking down the door of the
steering and flooding the third class.
After this the force of the wind
moderated as the centre was left
behind, and no more water was ship-
ped, wind and weather moderating
quickly and enabling the ship
gradually to come back to her proper
course. The death of Mr. Seddall
was a great shock to all on board,
and the company has lost a loyal and
valuable servant.

Mr. Seddall, who was a native of
Northern Ireland, commanded a
minesweeper during the Great War
and was twice mined and his vessel
blown up. Each time he was picked
up safely. He had seen consider-
able service in the Tainui. He
resided at Blackheath.

and Mrs. F. F. Burt and Master
Burt, Miss J. and Miss Gardner.

DEPARTURES

Per s.s. Empress of Japan for
Manila on September 24:—
R. H. Wild, C. A. Gomes, Mrs.
J. F. Gomes, Mr. and Mrs. F. A.
Hill, R. L. Wylie, G. H. Nason,
S. O. Lindogon, H. Rodryez, Mr.
and Mrs. J. L. Cummins, Miss M.
Cummins, Miss J. A. Cummins,
Miss A. Aquino, Father Miguel,
Mr. and Mrs. L. Karguilla and
son, P. T. Reyes, Miss A. Santos,
Mrs. P. L. Tupas, son and daugh-
ter.

HONG KONG TIDE

The tide-table given below has been
obtained by aid of the Tide-predict-
ing Machine, which includes 40 com-
ponents for the better prediction of
tides, from the result of the analysis
of the tidal observations, taken at
the Kowloon tidal observatory under
the direction of Dr. Doberck during
the years 1887, 1888 and 1889.
The times and heights are given
for Kowloon, but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.
The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

September 25 to Oct. 1, 1930.

DATE	HIGH WATER	LOWER WATER
Sept.	Standard Times	Standard Times
Thurs 25	m 11 40 6.5 11 11 6.8 0 35 6.8	m 4 59 1.8 5 18 2.9 6 43 1.9
Fri. 26	11 45 6.9 1 41 6.1	5 37 2.4 6 57 2.8
Sat. 27	m 0 14 6.9 3 8 6.5	m 7 47 2.6 8 8 2.6
Sun. 28	m 0 49 6.8 Noon inferior H.	m 9 28 nor Low
Tues. 30	m 1 49 6.8 Noon inferior H.	m 11 3 nor Low
Wed. 1	m 3 7 6.4 Noon inferior H.	m 0 13 2.4 nor Low

PASSENGER LISTS.

ARRIVALS

Per s.s. Empress of Japan on
September 24:—
Mr. and Mrs. H. E. Goldsmith,
Dr. and Mrs. R. G. McLean, Mr.
G. E. Costello, Mr. and Mrs. O. S.
Storn, Mrs. A. L. Tyson, Mrs.
A. M. and Miss E. M. Tatlow,
J. H. Warnings, Mr. and Mrs. H. H.
Pemmerncke, Miss H. E. Jones,
Mr. and Mrs. G. W. Spragg, Cap-
tain W. Davison, Miss C. Duval,
Miss B. E. Elliot, Mr. and Mrs.
D. J. Lewis, T. Monaghan, Miss
E. Samy, Mrs. A. and Miss
Stevenson, A. Van Becheva, Mr.
and Mrs. G. M. D. Wolf, C.
Wallace, J. M. Alves, Mrs. P. M.
Wallace, Mr. and Mrs. Joe Kne,
Grey, Mr. and Mrs. Joe Kne,
H. C. Kruse, Mrs. G. Little, Mrs.
J. M. Lepas, Mrs. J. and Master
J. A. Manning, Miss M. Manuk,
Geo. Mitchell, Mrs. F. H. and
Master V. H. Mody, G. H. Mason,
Miss T. J. Polling, J. W. Ramsden,
D. Stewart, C. E. Terry, W. J.
Trapp, A. Wheeler, Miss E.
Beckman, W. C. Davies, Mrs.
D. E. Glover, Pipe Major W. C.
Mackie, Rev. and Mrs. W. R.
Mackay, Miss J. Platz, Miss M. E.
Rudd, Mr. and Mrs. C. W. Sheep,
Miss J. Weldman, Miss K. Chase,
Rev. A. Paschang, P. Lanche, T.
Matsumoto, T. Dohi, R. Q. H.
Harvey, S. Saito, Mrs. Barrers and
infant, Mrs. Z. Bedgafsky, Capt.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday, 4th Oct., Townsville,
Brisbane, Sydney, and Melbourne.

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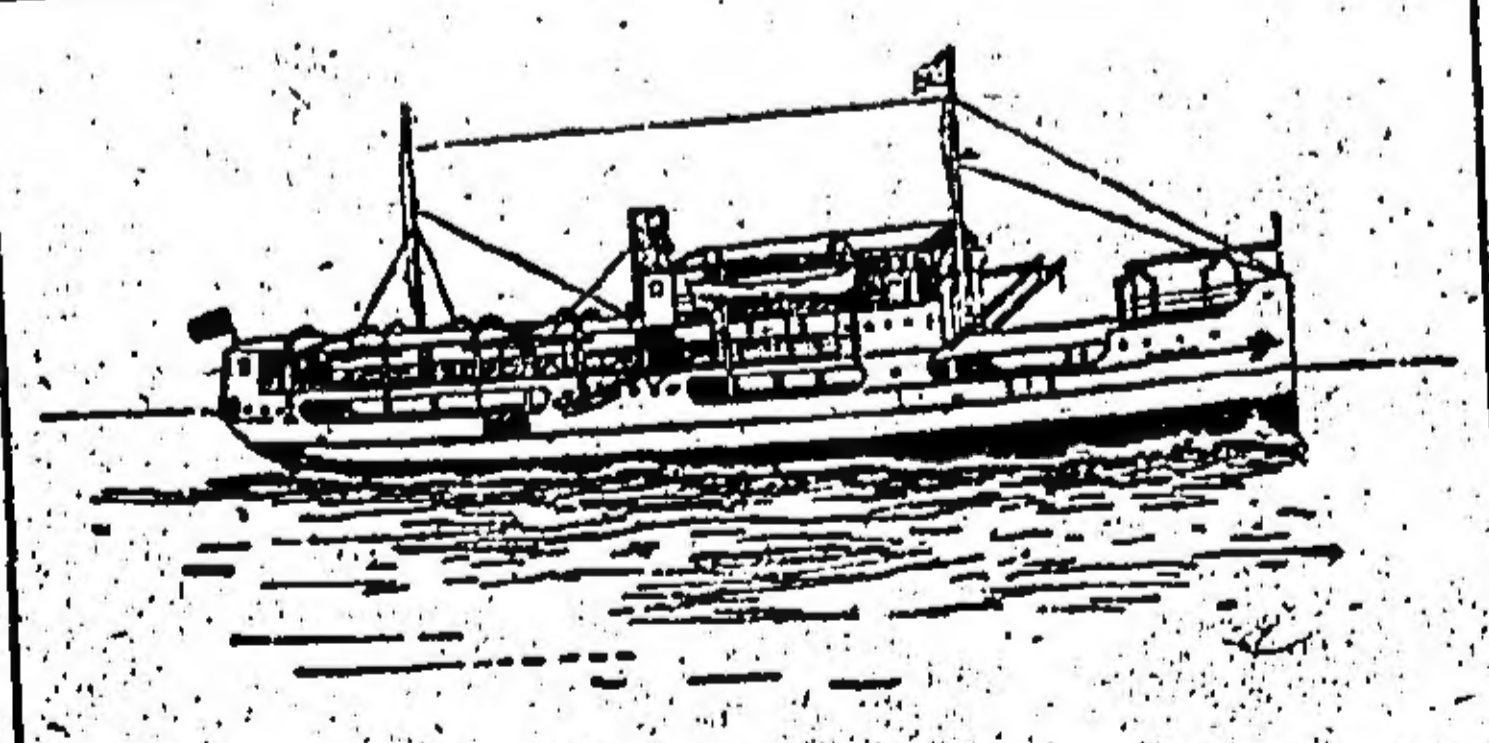
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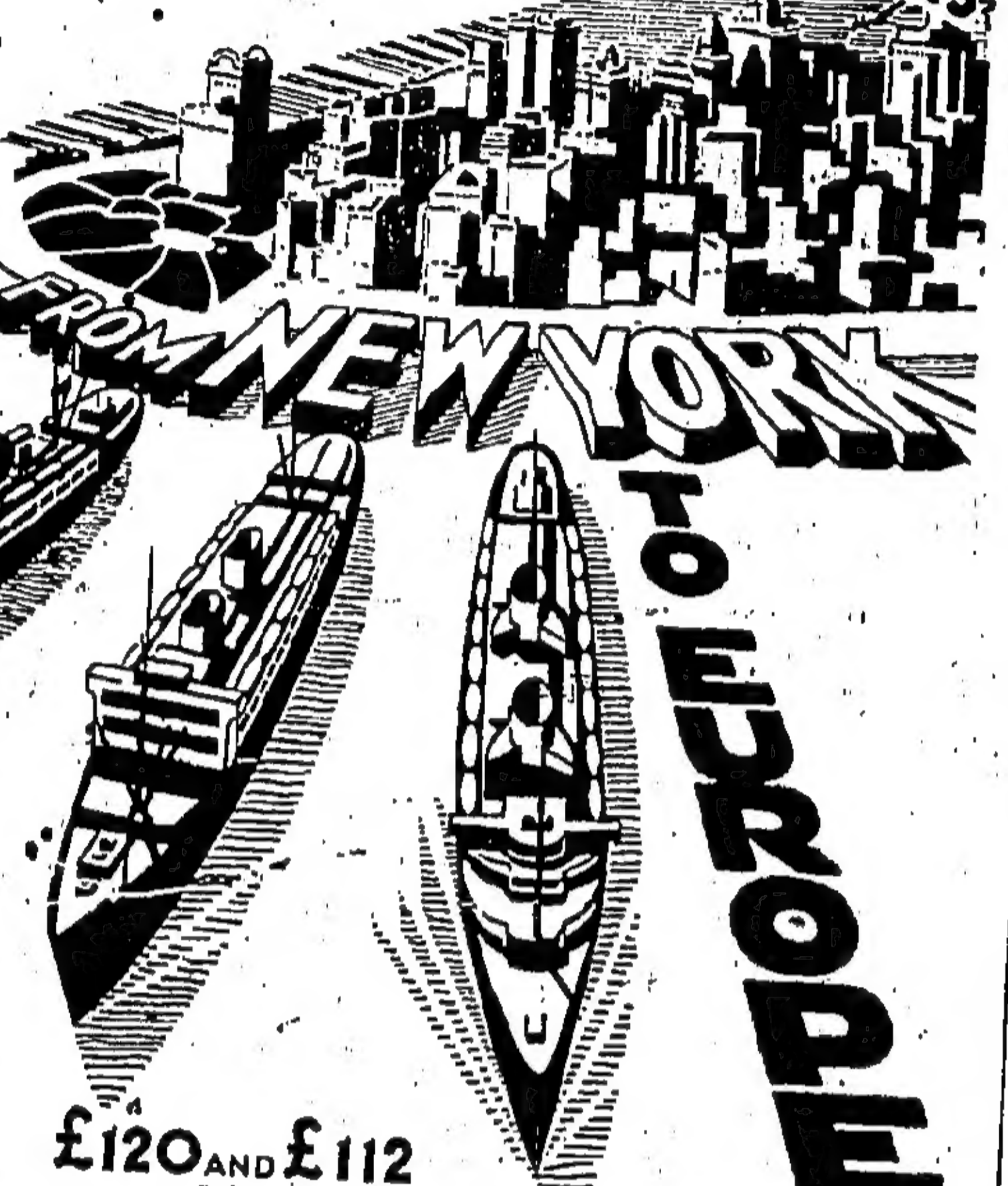
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Hong Kong, Thursday, Sept. 25, 1930.

A GOLD STANDARD

The recommendation contained in the interim report of the gold delegation of the League of Nations Financial Committee, reported in the China Mail yesterday, that countries which have not yet stabilised their currencies should adopt a gold standard, and that there should be an international agreement for lowering the legal minimum of gold cover against notes, opens a fresh aspect of the discussion which has been agitating the minds of financiers and business men ever since the recent economic depression began.

The theory of the gold standard rests on the principle that one metal is a better criterion for measuring values than two, since the fluctuations which occur by the substitution of one metal for the other are certain to be disturbing. There is the further difficulty that no ratio can be permanently fixed between two metals, as their values must vary with the alterations in production. The inherent simplicity and so to speak, "naturalness" of the single standard is best realised by embodying it in gold, which is universally desired, of high cost and yet found in sufficient amount to discharge the money work of the standard. The verdict of history is appealed to as confirming the theoretic presumption, for gold has been gaining ground from century to century. The struggles to reverse this process have only made it more pronounced. Most of the objections to the

gold standard rest on ideas which are the support of other economic fallacies. The attempts to supersede it involve the rejection of the rule of economic law. The foundation of the doctrine of "bimetallism" is the theory that the value of money is determined, not simply by cost of production, nor by unregulated supply and demand, but by the action of regulated demand, in conjunction with the actual methods of production. States are the demanders of metal for monetary use, and by adjusting that demand they can powerfully influence the course of production, especially as the cost at which either gold or silver is obtained varies with the productiveness of the poorest mine in working.

Thus by directing consumption, States are controlling production, and therefore within limits—fixing the relative value of the two metals. This power has been shown in the stability of the ratio during the continuance of the French double-standard (1803-1873). The possibility of maintaining a given ratio being thus established, the argument proceeds to show the advantages of the system. (1) It secures the concurrent use of the precious metals, and avoids throwing all the money work on gold. (2) Greater stability in value may be expected since the fluctuations of either metal will be compensated by those of the other. At the worst the variation can only be as great. (3) The larger stock of money tends to keep up prices to the benefit of trade; for falling prices hamper production. (4) The fixed ratio provides a stable par of exchange between silver-using and gold-using countries, though universal bimetallism would remove this distinction.

The establishment of a world currency would be facilitated by allowing both metals a well-defined relation. Its working depends on the area of operation. It must be "international," and the States composing the union must be "Great Powers" in the monetary sense. Otherwise, their action would be comparatively ineffective. The crucial difficulty has been the determination of the common ratio. The risk of failure in carrying out the policy has proved a deterrent to such great economic powers as Great Britain and Germany, who are in possession of the gold standard. Its practical failure has resulted partly from political conditions, partly from the removal of most of the difficulties which it was intended to meet by the sub-

sequent economic development. The proposal for a joint standard formed by using a unit in which the two metals are combined has the advantage of escaping the risk of failure to maintain the ratio, for it makes the employment of both silver and gold essential. Its influence in causing stability is also likely to be greater; but it is open to the danger that a shortage of one metal would not be compensated by the abundance of the other. The further advantage that it does not need international agreement (for each country could settle its own combination) is counterbalanced by the strangeness of the plan and by its necessitating the use of representative money. The suggestion of "gold" coins on the model of the Greek electrum would hardly be acceptable.

News in Brief.

One case of typhoid fever—Chinese in Kowloon—was notified yesterday.

Cinema lovers are advised to read "Talkie Talks" in to-morrow's China Mail—a feature specially written for this paper and published every Friday.

The Eastern Extension Australasia & China Telegraph Co., Ltd., state that normal working with Shanghai and beyond has been re-established.

A Chinese, alleged to have been responsible for the murder of the mistress of an undesirable house in Swatow Lane on the morning of July 11, has been arrested in Macao. He will be brought before the Central Magistracy to stand his preliminary trial.

A licensed hawk, who has his pitch in Sutherland Street, was yesterday taken to the Government Civil Hospital suffering from severe stab wounds on the body and head, alleged to have been inflicted by another Chinese man. The assailant is in custody.

A Chinese female, named Wong Ng-heung, attempted to commit suicide by jumping into the harbour from the Ferry Man Sang yesterday whilst the boat was on its way from Hong Kong to Mongkok. A seaman, Tam Shing, rescued the woman, who was taken to the Kwong Wah Hospital.

A travelling trader named Chang On, living at 29, Hing Loong Street, has reported that about 5.30 this morning, whilst he was asleep, a foki stole from him a purse containing \$185. The trader states that he seized the man, when he woke up on being robbed, and a struggle ensued, but the foki escaped with the money.

UNLUCKY "ANGLER."

SIX WEEKS FOR OLD OFFENDER.

A dry-land "fisherman" who abstracted a jacket from the ground floor of No. 46, First Street, with the aid of a bamboo "rod," paid the penalty at the Central Magistracy this morning. He was seized by a district watchman when in the act of donning the coat, and later admitted the charge.

Mr. R. E. Lindell, looking over defendant's record, remarked, "You are apparently an old offender and a banisher returned to the scene of your former activities. Six weeks!"

MRS. MACDONALD.

FUNERAL AT HAPPY VALLEY.

The funeral of Mrs. Macdonald, who died yesterday morning, took place at the Protestant Cemetery yesterday afternoon, the Rev. H. V. Koop officiating.

Many friends attended, including members of the staff of Messrs. Jardine, Matheson & Co., Ltd., where Mrs. Macdonald's son is employed in the Insurance Department.

Among the many floral tributes sent were those from the following:—Tom, Ness, Ogle and Ian, Willie, Jenny and Alastair, Aunt Mary, Sonnie, Hilda, Ian, Jean and David, Mr. and Mrs. Evans and Messrs. W. B. Macdonald, N. L. H. Raiton, Hong, Shing, T. P. Tong, Harry A. J. P. Heard, K. C. Lau, W. Brackenridge, F. C. Hall, Peter, H. C. Lee and M. H. Lo. Messrs. Jardine, Matheson & Co., Ltd., members of Ewo, Mess, and Canton Insurance Office, Ltd., and Canton Insurance Office, Ltd., By a most unfortunate misapprehension, in our report yesterday, Mrs. Macdonald was described as the wife of Mr. Macdonald of Jardine's. We wish to express our sincere regret for the error, and for any pain we may have caused by it.

EXTRALITY.

TRILATERAL CONFERENCE DENIED.

SPECULATIONS INCORRECT.

Nanking, Yesterday. Interviewed by Reuter concerning a report from Washington regarding a trilateral extrality conference between China, Great Britain and the United States, the Foreign Minister, Mr. Wang, declared that the report was groundless, adding that the Sino-British discussions on the subject were being conducted between Mr. Wang and Sir Miles Lampson, while those between China and the United States will be resumed between the State Department at Washington and the Chinese Minister, Mr. C. C. Wu, when the latter returns from Geneva.

Mr. Wang characterised the recent speculations regarding the terms of the British reply to China's extrality proposals as incorrect, stating that the British counterproposals were still under consideration by the National Government.—Reuter.

SHOT DEAD.

FEUD BETWEEN U.S. FINANCIERS.

ASSAILANT'S SUICIDE.

Baltimore, Yesterday. Mr. Maxwell Byers, President of the Western Maryland Railway, was found shot dead and Mr. Dudley Gray, Vice President, seriously wounded in the Company's board room. Mr. Gray died later.

The two had been at loggerheads for some time regarding certain litigation in which the Company was involved. The argument developed into a furious revolver fight in which five shots were fired. Baltimore, later.

At the inquest on the bodies of Mr. Maxwell Byers and Mr. Dudley Gray the jury came to the decision that Byers was shot dead by Gray who then committed suicide.—Reuter's American Service.

"OLD MAHOUT."

DEATH OF BOER WAR GENERAL.

SALONICA SERVICE.

London, Yesterday.

The death is announced of General Sir Bryan Mahon.—Reuter.

[Bryan Thomas Mahon, the British General, was born at Belleville, Galway, Ireland, in April, 1862. Obtaining a commission in the 8th Hussars in 1882, he was soon afterwards sent to India. He took part in the Dongola expedition against the Dervishes, winning the D.S.O. He also served during the further advances into the Sudan, including the capture of Khartoum, and gained his brevet colonelcy. In the South African war the chief task allotted to him was the relief of Mafeking, which had been besieged by the Boers for some months.

On the outbreak of the war he was given the command of the Irish Division. He took part in the Dardanelles operations and afterwards commanded the Salonica army. But in 1916 he was recalled to become Commander-in-Chief in Ireland, an appointment which, as he was an Irishman and had a record for tactful handling of the people after the suppression of the rebellion, was particularly appropriate. Retiring from the army in 1921, Sir Bryan Mahon was awarded the K.C.B. next year and became a Senator of the Irish Free State. In the later stages of his career he was known affectionately throughout the army as "the old Mahout."

JUTE INDUSTRY.

MERCHANTS' PLEA FOR RESTRICTION.

Chittagong, Yesterday. At a meeting of the Indian Merchants' Association a resolution was passed urging that, in view of the present economic condition of the country, and the abnormally low price of jute, the Bengal Government should enact legislation immediately to prevent jute cultivation next season, before the balance of the stock passes from the hands of the growers.

The Association considers that the stock of jute carried over from last year, together with the produce of the present season, is sufficient to meet the requirements of trade this year and next, and that restriction would automatically improve the economic condition of the country and save the population from ruin and starvation.—Reuter.

AUSTRALIAN FLIGHT.

Calcutta, Yesterday. Captain F. R. Matthews, who is flying solo from England to Australia, has arrived here.—Reuter.

CHEUNGCHAU NOTES

MISSIONARIES' MOONLIGHT BATHING.

BEACH PICNIC JOYS.

[From Our Own Correspondent.]

Cheung Chau, Monday.

To begin with forthcoming events, towards the end of this month the Annual Sports, in connection with the local Government School, will be held on the C.C.R.A. ground. This is, usually a Spring event, but was postponed this year till the Autumn. Subscriptions for the prize fund have been collected from residents and visitors.

Arrangements have been made by members of several Hong Kong churches to hold another retreat on the island. The main subject of the meeting is "Power in the Church and its Members," commencing on Thursday, October 2. The visitors return to Hong Kong on Monday.

As regards past history, the chief social event was a beach picnic, termed by American friends a Weiner roast. Bonfires were lit and sausages were roasted on the ends of thin bamboo sticks. Buttered rolls took the place of plates and the "Hot Dog" trade was very brisk. Later, marshmallows were also roasted and added variety to the repast. Some indulged in a moonlight bathe and finished a very enjoyable evening with a sing song, in which all took part. On thanks are due to Mrs. Ray and other members of the social Committee who organised and worked hard to make this final event a success.

In spite of the wet weather and the departing of more than one household, a service was held under the leadership of the Rev. C. H. Lewis, and in the morning the closing meeting of the Adult Bible Class was conducted by the Rev. J. C. Mitchell.

Yesterday the service was held under more favourable conditions and a thoughtful sermon was delivered by the Rev. W. Stott, one of the recently arrived refugees from the city of Nanking. Some report of their thrilling experiences have appeared in the local papers.

Late Arrivals. A few late arrivals will be staying on this month, but the number of visitors is rapidly dwindling. Among the departures may be mentioned the Rev. Lowe and family, who will not be with us next Summer, as they will be living in Shanghai. The Rev. and Mrs. Jaffray went off on an extended Missionary tour to Bernese, where a promising work has been begun among the wild tribes of that island. Work is also being done among the Chinese nearer the coast.

Booking for next year has been brisk and practically all the available houses have been taken. Improvements are being carried out on the recently purchased properties and the work of tearing down the ruined Golf Club has been commenced prior to the building of a new bungalow on the old site.

Possibly other houses will be erected before next Summer, as there is quite a revival of interest shown in this Summer resort. The season has passed without any serious typhoon or accident. One small boy ended up his holiday by breaking a bone in his forearm, and others got a few cuts and bruises. To the departing visitors we say good-bye and "come again."

LADY INJURED.

As a result of a collision between a motor-cycle and a motor lorry Mrs. M. Reynolds, of 25, Prince Edward Road, Kowloon, was taken to Kowloon Hospital with minor injuries yesterday.

The accident occurred in Nathan Road, near Saigon Street, when the cycle ran into the Standard Oil Co.'s lorry, which was turning into the side street.

The driver of the motor cycle was Mr. J. Pearne, who resides at Prince Edward Road. Mrs. M. Reynolds (his sister) was on the pillion seat.

The latter was thrown heavily to the ground and received injuries to her face and arms. Mr. Pearne was also cut about the arms and legs, a toe of one foot being broken. The motor cycle was totally damaged.

Ten Years Ago.

[From the "China Mail" of September 25, 1920.]

To-day's dollar is worth 4/3 1/2.

"A Sport" has forwarded to the China Mail two natty silver cups for the events suggested by him and included by the Committee of the Y.R.C. in the programme of their annual Aquatic Sports meeting. The cups have been forwarded to Mr. R. C. Mitchell, Hon. Secretary of the Club.

FIGHTING THE FLAMES.

Foamite Put to Severe Tests.

OIL PIT ON FIRE.

Science, with the advance of Father Time, has brought about a successful invention in the form of a fire extinguisher known as the Foamite Firefoam. Although this compact little fire fighting apparatus could be seen nearly everywhere in Hong Kong, it had until yesterday afternoon, never been demonstrated to the public.

The demonstration took place at 3.30 o'clock on the reclamation ground just at the rear of the Wanchai Fire Brigade before a large crowd of interested spectators, which included the Hon. Mr. E. D. C. Wolfe, Inspector General of Police Mr. H. T. Brooks, Superintendent, Fire Brigade, and a large number of leading representatives from oil companies, steam ship lines, and industrial concerns.

A minor test with the aid of the hand extinguisher was first made on a pile of wood by Mr. P. Mathias, representative of the Foamite Firefoam, Ltd., London, an affiliate of the American La France and Foamite Industries, Ltd., represented in Hong Kong by Messrs. Dodwell & Co.

The pile of wood was set on fire and while it was blazing away merrily, the foam was turned on, and in less than five seconds, the mass of burning wood was enveloped in a thick foam and the fire completely extinguished.

Spectacular Blaze.
A bath tub containing petrol was then set alight, and this was also successfully put out with the hand extinguisher. Then came the supreme test. A pit measuring 12 feet in diameter which had been filled with about 120 gallons of waste oil, petrol and kerosene, was then set on fire. The blaze was a spectacular one, and the volume of black smoke (mitted from the pit darkened Wanchai, but only for 22 seconds.

A hose shooting out foamite was turned on the blazing pit and as the foam spread over the lighted oily surface, the fire died down, and in 22 seconds, the big conflagration, which no amount of water could ever put out, was no more.

The hose was used in conjunction with a fire engine for the purpose of supplying water at 100 lb. pressure to the generator. One end of the hose was connected to the engine, and in the middle section was the generator. Into the top of the generator a huge funnel was affixed and as the water rushed through the generator it created a vacuum which caused suction down the funnel and, by means of pouring Foamite powder into the funnel, it was drawn into the water stream and ejected at the nozzle on to the burning object.

Demonstration Convincing.
In effect, the water merely acts as a carrier for the powder. The powder falls on the flames and effectively extinguishes them by blanketing them with what can best be described as a layer of sticky mud six inches thick. Once the Foamite Firefoam hits it sticks and it is impossible for flames to exist.

The demonstration was altogether very convincing and it was certainly proved that fire has no chance against it.
The powder is contained in tins, each of which holds 50 lb. and it took less than one tin to put the oil pit flames out. The generator demonstrated, which is model 15, can deliver 500 gallons of Foam per minute and takes 90 lb. of powder per minute.

Portable and Flexible.
The apparatus for manual use is absolutely portable and flexible and is recommended for general use around factories, oil refineries, godowns, in ships, and wherever a large volume of Firefoam may be required, it may also be used as fixed generator installation with suitable pipe lines and Foamite delivery chambers for the protection of tanks, oil tankers and other special risks. Many oil companies here installed systems of this type for their refineries, oil tank farms, etc.

The Firefoam system of fire-fighting was first developed by the Foamite Laboratories and the apparatus and appliances are now manufactured in their works both in Britain and America.
Messrs. Dodwell & Co., Ltd., in Hong Kong and their branches in various parts of China, are specialising on Foamite equipment and will be pleased to furnish any information desired.

A fatal accident is reported from Aberdeen, when a junk girl named Kwok Chak-ai, 16 years old, was run over and killed by a motor bus belonging to the Aberdeen Bus Company. The accident occurred on the main road at Aberdeen near the docks.

ROUND THE CINEMAS

FIFI AND YOLA'S COMEDY SISTER ACT.

"HOT FOR PARIS."

One of the principal players in Raoul Walsh's new Fox all talking Movietone picture, "Hot For Paris," Yola D'Avril, appears as the sister of Fifi D'Orsay. Both are Parisiennes.

The completed cast for this rollicking, adventurous love story includes Victor McLaglen, Miss D'Orsay, El Brendel, Lennox Pawlo, August Tolaire, Charles Judels, George Fawcett, Eddie Dilton, Rosita Martini, Agostino Borgato, Polly Moran, Miss D'Avril, and a number of others, equally prominent on stage and screen.

Billy K. Wells, who wrote the dialogue for that previous big Fox hit, "The Cock-Eyed World," also wrote the dialogue for "Hot For Paris."

A number of rippling songs in this feature, which will come to the Queen's Theatre to-morrow were written and composed by Walter Donaldson and Edgar Leslie.

"THE FLEETS IN!"

What do sailors do when on shore leave?
"The Fleet's In!" starring Clara Bow, depicts in a novel manner what a large percentage of "lads" do the minute they touch shore after a long routine training cruise at sea.

The majority of the scenes in the picture will interest ex-Service men beyond their appeal as entertainment, for they will recall memories of those all-too infrequent hours on shore, away from the discipline of naval training.

"I found the most popular form of entertainment for sailors was dancing. The dancing ability of the sailor is traditional beginning from the time of the 'hornpipe'. The dance has undergone at transition in modern times and the sailors are just as adept at all the modern dances as anyone else. I also found that in nearly every sea-coast city, dance halls flourish for the entertainment of sailors on shore leave. I have incorporated all those things in Miss Bow's picture, and I believe we have reproduced these important incidents in the lives of our sailors with realistic atmosphere," said St. Clair, the director of this picture.

Miss Bow's role in her new picture is that of a dance hall hostess. It is her duty to encourage the sailors to buy as many dance tickets as possible. The role gives her opportunity to give vent to her characteristic mannerisms which have brought her to the highest pinnacle of screen fame.

James Hall and Jack Oakie have the leading parts opposite the star. They are the chief figures of an intense rivalry swirling about the redheaded hostess, and the subsequent climax is exciting to behold.

"The Fleet's In!" is shown at the Majestic Theatre daily at 2.30, 5.30, and 7.20, while at 9.20 p.m. it is shown in conjunction with the stage play, "Gay Paree," with the two noted French dancers, Eleanore Nimon and Leo Mantjn.

OPIUM AGAIN.

WOMAN CONVICTED FOR POSSESSION.

A woman named Chan Kwai, and a youth named Yue Hon, stood charged at the Central Magistracy this morning with possession of both raw and prepared opium at 289, Queen's Road, Central.

Mr. F. X. d'Almada, jun., for the defence, entered a plea of not guilty on behalf of the youth, and guilty as regards the woman.
Revenue Officer Grimmit, in answer to His Worship (Mr. R. E. Lindsell) said he was prepared to accept this, as inquiries showed that the youth had come down to the address from Macao only 24 hours previously. He did not think that the man could be implicated.

Second defendant was then discharged, and the woman fined \$500 or four months' jail for possession of the raw opium (18 taels) and \$300 or two months' jail on the prepared opium count (7 taels).

CLUTCHING HAUL.

Stated to have lived in the Colony, all his life, a Chinese laundryman appeared to-day before Mr. H. R. Butters, charged with the larceny of a purse containing 85 cents, the property of a compatriot. He pleaded guilty.
Acting Police Sergeant C. S. Madgwick, said that at about 7 o'clock last night the complainant was walking in Leichikok Road near the Ming Sing Theatre, where it was very crowded. He felt a bump at his elbow and on turning round caught hold of the accused, who had taken the purse out of his pocket.

His Worship passed sentence of four months' hard labour.

AUTHOR RECTOR DEAD.

Cleric Who Wrote Hundreds of Books.

NOTED ANTIQUARIAN

London, Yesterday.
The death took place to-day at the Rectory, Barkham, near Wokingham, Berks, of the Rev. Peter Hampson Ditchfield, M.A., F.S.A., F.R.S.L., F.R.H.S., Hon. A.R.I.B.A., the well-known author and archaeologist.—Reuter.

[The Rev. P. H. Ditchfield had been Rector of Barkham since 1886. He was born at Westhoughton, Lancs, in 1854, and was educated at the Royal Grammar School, Clitheroe, and Oriel College, Oxford. He was ordained in 1878, and was appointed Grand Chaplain of Freemasons in 1917 and of Mark Masons in 1918.

He served with the Berks Yeomanry in 1917. He was the author of hundreds of books on all kinds of subjects, as the following titles of a few will indicate: "Romance of Mathematics," "The England of Shakespeare," "Old English Customs," "London's West-End," "Cathedrals of Britain," and "Handbook to Gothic Architecture." The great majority of his works were little better than well-written guide books, but he possessed a charming style and was an undoubted authority on antiquarian and folklore subjects. He was at one time Editor of the Journal of the British Archaeological Association and spent his leisure hours in arranging meetings, correcting proofs, lecturing, and for many years inspecting schools.]

BAND CONCERT.

END OF SUCCESSFUL SERIES.

The sixth and final band concert at the Kowloon Football Ground last night, was a bigger success than ever. The Band of the 2nd Batt., the Argyll and Sutherland Highlanders provided a varied programme of music, and under the baton of Mr. C. S. Beat, A.R.C.M., gave selections ranging from Wagner's "The Ring" through Schubert's Unfinished Symphony, and a Hungarian Czardas, to the lighter compositions of Friml, and a selection of old favourites compiled by J. H. Squire.

The well-known Humoresque (Dvorak) also scored a big popular success, and Piper J. Anderson was seen to much advantage in a sword dance. Four members of the Band gave a Highland dance as an encore.

During the radio broadcasts Mr. J. Smith, secretary of the Kowloon Football Club, returned thanks to all those who had helped to make the concert a success.

NEW ADVERTISEMENTS

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction

ON THURSDAY, October 2, 1930, commencing at 11 a.m., at Mount Austin Barrack.

A Quantity of VALUABLE HOUSEHOLD FURNITURE

On View from Wednesday, October 1, 1930.

Terms:—Cash on Delivery. LAMBERT BROS., Auctioneers, Hong Kong, September 25, 1930.

FOUND INCH JEMMY.

THIEF "INTENDED" TO THROW IT AWAY.

LAPSE AFTER 20 YEARS?

Plea of "guilty" were tendered by Tan Kan (32) at the Kowloon Police Court this morning before Mr. H. R. Butters when charged with the following:—
(a) larceny of 3 bangles, a set of mah jongg, a penknife, and \$1.30 in money, the property of Shum Wing, widow of 6, Kai Yee Road, on September 23.

(b) larceny of \$3.20 in money, the property of Lau Sam, amah at the same address.
(c) larceny of a woollen blanket, the property of Yip Sui, gardener at 52, Cheung On Street, on September 21.
(d) possession of a "jemmy" in Sai Kung Road.

In connection with the fourth charge, the accused said that he picked it up in the street ten years ago, and he had an idea of throwing it away had the Police not arrested him!

Sub-Inspector A. H. Elston said that the accused was arrested in a pawnshop by a detective, after he had pawned the blanket. Accused had two girdles, and the jemmy was found in his possession. The total value of the stolen property in all the charges was \$85.

In reply to Mr. Butters, accused said that he had come down from Sun Tak over 20 years ago, and had been in Hong Kong since. His Worship convicted on all four charges and passed sentence of four months' hard labour on (a) and two months' hard labour on (b), the terms to run consecutively. Sentence of six weeks' hard labour was passed on (c) and (d), respectively, these terms to run concurrently.

REDUCED WAGES.

LESS PAY FOR MINERS IN BELGIUM.

Brussels, Yesterday.
An agreement has been reached whereby miners' wages will be reduced to four per cent. from October 6.—Reuter.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 29th day of September, 1930, at 8 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Lai Chi Kok in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Contents in Square feet	Annual Rental	Upset Price
1	As per plan, 15,000 sq. ft.	15,000	\$500	\$500

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS, AND PHILIPPINES.

The Steamship, "BENGLOE"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd October, 1930, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 16th October, 1930, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 1st October, 1930, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 25th September, 1930.

NO TRIAL GIVEN.

CONSPIRING TO CREATE A FAMINE.

Riga, Yesterday.
The Ogpu officially announce the execution without trial of 48 so-called "food specialists," alleging that they disorganised the food supplies and conspired to create famine conditions.—Reuter.

LAST 3 DAYS

To-day, Friday & Saturday

RADIO PICTURES

RIO RITA

THE PICTURE

EVERYONE MUST SEE

Book now to avoid disappointment.

CENTRAL THEATRE

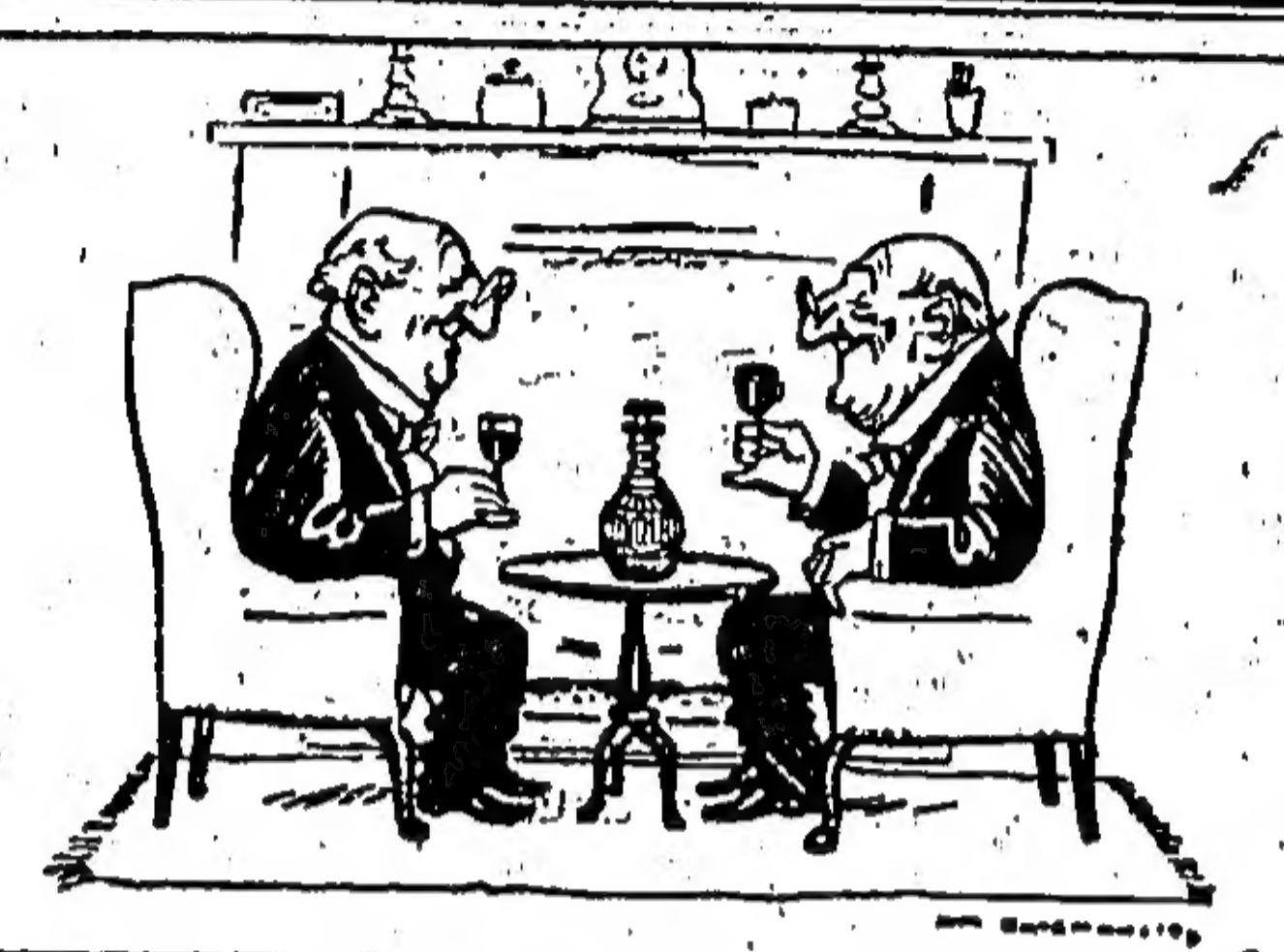
Tel. 25720 or at Anderson Music Co.

YOU'LL ENJOY THESE FAMOUS MUSICAL COMEDY AIRS OF THIRTY YEARS AGO!



- 9925—Belle of New York Vocal Gems.
9881—Lionel Monckton Memories Debrov Somers Band.
9882—Ivan Caryll Memories Debrov Somers Band.
9896—Paul Rubens Memories Vocal Gems.
9883—Lionel Monckton Memories Vocal Gems.

THE ANDERSON MUSIC CO., LTD.



HARVEY'S "BRISTOL CREAM" SHERRY. OBTAINABLE EVERYWHERE.

Sole Agents:—CALDBECK, MACGREGOR & CO., LTD. (Incorporated under the Companies Ordinance of Hong Kong). Prince's Building, Ice House Street, Hong Kong.

SOMETHING NEW IN SILKS.....

PRINTED GEORGETTE

in a large variety of stocks, suitable for the new seasons. EVENING DRESSES.

BOMBAY SILK STORE

D'AGUILAR STREET.

Donations and Subscriptions must now be sent to the Hon. Treasurer, Mrs. H. E. Goldsmith, 525, The Peak: HONG KONG BENEVOLENT SOCIETY.

JUST ARRIVED

A SHIPMENT OF

TUBORG BEER

Furveyors to

The Royal Danish Court.

The most popular Danish Beer on the Market.

6 doz. pts. \$28.50 duty paid.

4 doz. gts. \$29.00 duty paid.

Sole Agents:—

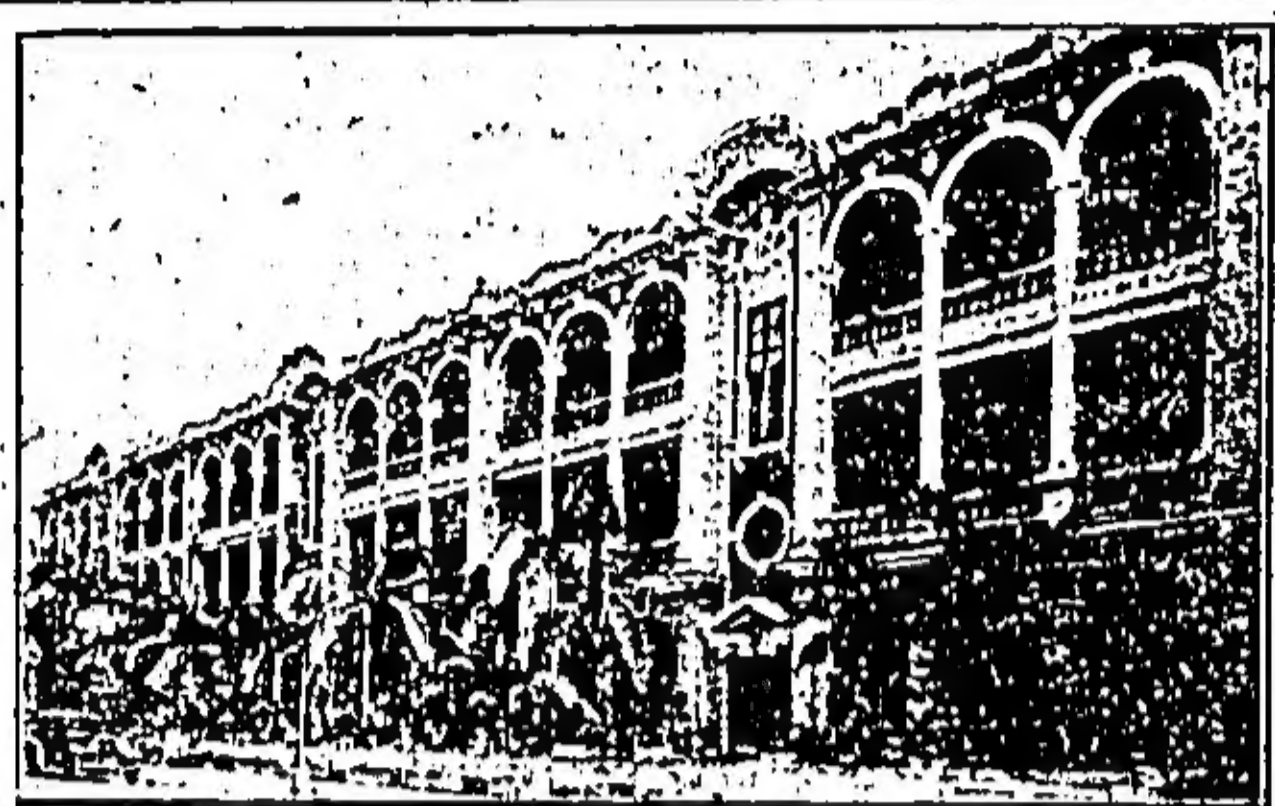
GANDE, PRICE & CO., LTD.

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Dial 20125.

THE
HONG KONG
PENINSULA HOTEL:
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SHANGHAI
ASTOR HOUSE: PALACE HOTEL.
HOTELS,
LIMITED
In association with the Grand Hotel des Wagons Lits, Peking.



"EMPRESS LODGE"
PRIVATE HOTEL.

Cable Add. 2-12, MIDDY ROAD, KOWLOON. Call or Telephone 57286.
Hong Kong.

AIRLIE HOTEL 23-25, NATHAN ROAD, KOWLOON.
Under European Management. Three Minutes From Ferry.
EXCELLENT CUISINE—MODERN APARTMENTS.
TERMS MODERATE.
Tel. 57357. Cable Address: "AIRLIE."

POST OFFICE NOTICE.

On and after Wednesday, October 1 the entrance to the Parcels Delivery Section of the General Post Office will be in Des Voeux Road opposite Messrs Whiteaway & Laidlaw's Store.
Parcels for posting at the General Post Office should still be handed in, as at present, over the counter in the Public Hall.

INWARD MAILS

From THURSDAY SEPTEMBER 25.
Manila Per Tjibodak
Europe via Suez (Letters & Papers, London, Aug. 28 & Parcels, Aug. 21) Khyber
FRIDAY, SEPTEMBER 26.
Japan, Shanghai and Europe via Siberia (London, Sept. 6) Kashgar
U.S.A., Canada, Japan & Shanghai (Seattle, Sept. 6) President McKinley
SUNDAY, SEPTEMBER 28.
Shanghai and Amoy Tjibodak
TUESDAY, SEPTEMBER 30.
Saigon Porthos
Java Tjibodak
Japan and Shanghai G. Metzinger
Shanghai Patroclus
Straits Cremer

OUTWARD MAILS

For THURSDAY, SEPTEMBER 25.
Swatow Hydrangea 3 p.m.
Amoy and Japan Sui Sang 5 p.m.
FRIDAY, SEPTEMBER 26.
Hoihow, Pakhoi and Haiphong Limchow 8.30 a.m.
Shanghai, Japan and Europe via Siberia Khyber 10.30 a.m.
Swatow, Amoy & Foochow Hai Yang 1 p.m.
Haiphong Canton 1.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Kashgar (Due Marseilles, Oct. 25.)
K.P.O. G.P.O.
Parcels Sept. 26, 4.30 p.m. Registration Sept. 27, 9 a.m. Letters 10 a.m.
SATURDAY, SEPTEMBER 27.
Japan, Honolulu, U.S.A., C. and S. America and Europe via San Francisco Taiyō Maru (Due San Francisco, Oct. 22.) Registration Sept. 27, 4.15 p.m. Letters 5 p.m.
Shanghai and Europe via Siberia Taiyō Maru Registration Sept. 27, 5 p.m. Letters 6 p.m.
Manila President McKinley 4.30 p.m.
Foochow via Swatow Wai Shing 5 p.m.
Amoy Anking 5 p.m.

* Superadded correspondence only.

AN IMPROMPTU BULL-FIGHT.

Bull And Matadors in Trouble.

EXPENSIVE NIGHT OUT.

An impromptu bull-fight, in which a man was the bull, staged in the Plaza Los Angeles, in the central part of Mexico City, led to a hospital bed for the "bull" and calls for the matadors, says the Paris New York Herald.

Six men, all said to have been drinking, decided to arrange a bull-fight in the Plaza. They procured regulation capes, darts, etc., and when the police were called the man playing the part of the bull had several darts sticking into his flesh.

He was taken to hospital in a critical condition.
The five other men were sent to prison.

INTERNATIONAL AT THE V.R.C.

Second Series of Championships.

SATURDAY'S FETE.

The second series of the Hong Kong swimming championships are the main items on the programme of the V.R.C. night fete on Saturday. The contests for the diving, 220 yards and backstroke titles are down for decision.

In the diving, competitors are required to do three plain swallow dives from the second and top platforms of the tower and one fancy dive from either the spring-board or the platform.

The handicap races include events for members, ladies and boys while a team race between members will also be organised. The water-polo match should provide great interest, as it takes the form of an international, the teams being representative of England and Portugal.

BASEBALL.

RESULTS OF LEAGUE GAMES IN AMERICA.

New York, Yesterday.
The following are the results of the games played in the National and American Leagues:
National League.
Philadelphia 6 Brooklyn 3
Pittsburgh 5 Cincinnati 1
American League.
Boston 6 Washington 3
—Reuter's American Service.

CRICKET.

HANDSOME GIFT FOR SOUTH AFRICANS.

The M.C. has given £1,000 to the South African Cricket Association in appreciation of the sporting spirit displayed by the South Africans in their tour of England last year.

In gratefully accepting the gift, the South African Cricket Board has shown its appreciation by inviting a prominent member of the M.C.C. committee to accompany the M.C.C. team to South Africa in October in an unofficial capacity as the guest of the South African Association.

A DISCLAIMER.

[To the Editor of the "China Mail".]
Sir,—With reference to your report appearing in your issue of last evening under the heading "Chinese Footballer in Trouble" wherein it was stated that Tse Kiu-shun, the accused, was a member of one of the South China Football teams last season, I am directed to state that the said Tse Kiu-shun was not a member of this Association and has never represented this Association in any of its athletic activities.
Yours, etc.,
WONG KA TSUN,
Hon. Gen. Secretary.

LOCAL TEAMS FOR SATURDAY.

Kowloon Football Club in Action.

CRICKET AND HOCKEY.

The following will represent the Kowloon 1st XI versus the Argyll and Sutherland Highlanders on the Kowloon Football Club ground on Saturday, September 27. Kick off at 4.45 p.m. sharp: Gurevitch; C. Pile, Gillott; Bliss, Patterson, Dowman; Eastman, McKelvie, Simpson, Janson and Bickford.

Reserves: Moss and Spary.
The following will represent the Kowloon 2nd XI versus the Argyll and Sutherland Highlanders on the Kowloon Football Club ground on Saturday, September 27. Kick off at 3.15 p.m. sharp: Angus; Hawke, Penny; Sullivan, Hast, Seddon; White, Reid, Cotton, Everest and Parkinson.

Reserves: Brown and Ferguson.
UNIVERSITY CRICKET.
The following will represent the University 1st XI in a friendly match against the I.R.C. 1st on the I.R.C. ground on Saturday, 27th inst., at 2 p.m. sharp: D. J. N. Anderson (Captain), A. Baker, Dr. L. T. Ride, Dr. D. K. Samy, Dr. M. B. Osman, A. M. Rodrigues, F. Hiptoola, A. B. Suleiman, K. P. Gan, A. Chan Fook, A. S. A. Kyum.

Reserve:—A. T. Nomanbhoy.
The following will represent the University 2nd XI in a friendly cricket match against the I.R.C. 2nd at Pokfulam on Saturday, the 27th inst., at 2 p.m. sharp: K. T. Loke (Captain), A. A. Aziz, G. E. Yeoh, P. L. Tan, A. T. Nomanbhoy, H. Nomanbhoy, R. Loong, W. Hunt, M. Yayahyaboy, E. Gosano, P. N. da Silva.
Reserve:—Leo Choa.

UNIVERSITY HOCKEY TO-DAY.

The University have arranged a friendly hockey match for this afternoon against the Indian R.C. on the Marina ground, Kowloon, commencing at 5.15 p.m.
The players to represent the University team have been selected as follows: A. B. Suleiman, (Capt.), S. C. Ho, W. A. James, K. T. Loke, J. G. Gutierrez, P. N. da Silva, E. L. Foo, E. K. Foo, E. H. Ong, R. Loong and H. E. M. Adams.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wire 1/3 3/4
Bank, on demand 1/3 3/4
Bank, 4 months' sight 1/3 3/4
Credits, 4 months' sight 1/4 7/16
Documentary, 4 months' sight 1/4 9/16
On Paris—
On demand 812 1/2
Credits, 4 months' sight 852 1/2
On New York—
On demand 31 1/2
Credits, 60 days' sight 33
On Bombay—
Wire 88 1/2
On demand 88 1/2
On Calcutta—
Wire 88 1/2
On demand 88 1/2
On Singapore—
On demand 56 1/2
On Manila—
On demand 64 1/2
On Shanghai—
On demand Tls. 79 3/4
Dollar 7 1/2 dis.
On Yokohama—
On demand 64 1/2
Sovereigns (Bank's buying rate) 1/4 3/8
Silver (per oz.) 16 1/2
Bar Silver in Hong Kong Par.
Copper Cash Nominal.
Copper Cents 3 1/2 prem.
Rate of Native Interest 3 1/2 p.a.
Chinese Sub. Coin 24 1/2 dis.
Hong Kong Sub. Coin Par.

LONDON EXCHANGES

Rugby, Yesterday.
Paris 123.76
New York 4.86 1/16
Brussels 34.86 1/2
Geneva 25.05 1/2
Amsterdam 12.05 1/2
Milan 92.08
Berlin 20.40 1/2
Stockholm 18.09
Copenhagen 18.16
Oslo 18.16 1/2
Vienna 34.43 1/2
Prague 163 1/2
Helsingfors 123 1/2
Madrid 45.40
Lisbon 108 1/4
Athens 375
Bucharest 816
Rio 5 3/82
Buenos Aires 40 3/4
Montevideo 40
Bombay 1/5 3/4
Shanghai 1/7 3/4
Hong Kong 1/3 3/4
Yokohama 2/0 7/16
Silver Spot & Forward 17 1/2
—British Wireless Service

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 25th Sept., 1930.

STOCK	Buyers	Sellers	Size	Price	Pin	Last dividend and when paid
Banks.						
Hong Kong Bank	1510	1517 1/2	1510	1510	Dec.	[Interim 2 1/2 a/c 1930 ex 1929—8 1/2 dis.] Aug. 11, 30
Chartered Bank	Dec.	[Interim 7 1/2 a/c 1930 ex 1929—10 1/2 dis.] Sep. — 30
Mercantile Bk., Ltd.	Dec.	[1st 2 1/2 a/c 1930 ex 1929—17 1/2 dis.] Sep. — 30
Bank of Asia	110	...	...	...	Dec.	[1st 2 1/2 a/c 1930 ex 1929—17 1/2 dis.] Feb. 28, 30
Insurance.						
Canton Ins.	1030	...	...	...	Dec.	[Final 8 1/2 a/c 1929 ex 1928—4 1/2 dis.] May 15, 30
Union Ins.	Dec.	[Final 8 1/2 a/c 1929 ex 1928—4 1/2 dis.] May 30, 30
China Underwriters	...	2.50	...	...	Dec.	[Final 8 1/2 a/c 1929 ex 1928—4 1/2 dis.] May 30, 30
China Fire Ins.	100	...	...	...	Dec.	[Final 8 1/2 a/c 1929 ex 1928—4 1/2 dis.] May 30, 30
H. K. Fire Ins.	1070	...	...	...	Dec.	[Final 8 1/2 a/c 1929 ex 1928—4 1/2 dis.] Mar. 35, 30
Shipping.						
Douglases	28 1/2	...	...	...	Dec.	Last dividend for 1929—...
H. K. Steamships	25 1/2	...	...	...	Dec.	[1st 2 1/2 a/c 1930 ex 1929—12 1/2 dis.] Mar. 4, 30
Indo-China (Pref.)	Dec.	[1st 2 1/2 a/c 1930 ex 1929—12 1/2 dis.] June 10, 30
Shell Transports	Dec.	[1st 2 1/2 a/c 1930 ex 1929—12 1/2 dis.] July 8, 30
Union Waterboats	Dec.	[1st 2 1/2 a/c 1930 ex 1929—12 1/2 dis.] Mar. 10, 30
Mining.						
Benguet	Dec.	[Interim 10 cents a/c 1930 ex 1929—...
Kailan Mining Ad.	Dec.	[Interim 10 cents a/c 1930 ex 1929—...
Langkat	Dec.	[Interim 10 cents a/c 1930 ex 1929—...
S'hai Exploration	1.30	...	...	...	Dec.	[Interim 10 cents a/c 1930 ex 1929—...
Loans	Dec.	[Interim 10 cents a/c 1930 ex 1929—...
Raubs	Dec.	[Interim 10 cents a/c 1930 ex 1929—...
Docks, Wharves, Godowns, &c.						
H. K. & W. Wharves	Dec.	[1st 2 1/2 a/c 1930 ex 1929—...
H. K. & W. Docks	Dec.	[1st 2 1/2 a/c 1930 ex 1929—...
China Provident (old)	Dec.	[1st 2 1/2 a/c 1930 ex 1929—...
China Provident (new)	Dec.	[1st 2 1/2 a/c 1930 ex 1929—...
Hongkong	Dec.	[1st 2 1/2 a/c 1930 ex 1929—...
N. Engineering	Dec.	[1st 2 1/2 a/c 1930 ex 1929—...
Shanghai Docks	Dec.	[1st 2 1/2 a/c 1930 ex 1929—...
Lands, Hotels & Buildings.						
H. K. & S. Hotels	Dec.	[1st 2 1/2 a/c 1930 ex 1929—...
H. K. Lands C/R	Dec.	[1st 2 1/2 a/c 1930 ex 1929—...
X/R	Dec.	[1st 2 1/2 a/c 1930 ex 1929—...
Rights	Dec.	[1st 2 1/2 a/c 1930 ex 1929—...
Shanghai Lands	Dec.	[1st 2 1/2 a/c 1930 ex 1929—...
Humphreys	Dec.	[1st 2 1/2 a/c 1930 ex 1929—...
H. K. Realities	Dec.	[1st 2 1/2 a/c 1930 ex 1929—...
Chinese Estates	Dec.	[1st 2 1/2 a/c 1930 ex 1929—...
Cotton Mills.						
Ewo Cottons	12.00	12.70	12.70	...	Dec.	[Final 2 1/2 a/c 1929 ex 1928—...
Shanghai Cotton	Dec.	[Final 2 1/2 a/c 1929 ex 1928—...
Zoeng Sings	Dec.	[Final 2 1/2 a/c 1929 ex 1928—...
Public Utilities.						
H. K. Tramways	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Peak Tram (old)	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Peak Tram (new)	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Star Ferry	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
China Light (old)	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
China Light (new)	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
H. K. Electric	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Macao	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Sandakan Lights	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
H. K. Tels. fully paid	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
H. K. Tels. part paid	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
China Bus	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
S'port Tractors (Ord.)	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
S'port Tractors (Pref.)	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Industrial.						
China Sugars	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Malayan Sugars	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Cald. Macg. Ord.	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Cald. Macg. Pref.	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Canton Ice	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Cements (com.)	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Cements (old)	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Cements (new)	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
H. K. Ropes	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
United Asbestos	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Stores, &c.						
Dairy Farm C/R	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
X/R	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Watsons	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Der A Wings	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Lane Crawford	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Mackintosh	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Sincere	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Wm. Powells	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Miscellaneous.						
H. K. Amusement	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
Ch. Entertainment	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
H. K. Constructions	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
B. Ind. G.S. Bonds	Dec.	[Interim 40 cents a/c 1930 ex 1929—...
H. K. Govt. Loans	Dec.	[Interim 40 cents a/c 1930 ex 1929—...

HONG KONG HOTEL

Opening MONDAY, 29th September, 1930.

BUFFET

AND

SNACK COUNTER

(Entrance Queen's Road Central).



Hot and Cold Snacks—Full range of Refreshments.

MAN LOONG.

PRESERVED GINGER MANUFACTURERS.

NEW SEASON PRESERVED GINGER

Best quality—Prompt attention to Exporters.

Office:—2, Dundas Street, Kowloon. Tel. 57088.

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DO YOU KNOW that by paying \$130.00 down and \$23.00 per month for a limited period you can become the proud owner of a

GENERAL ELECTRIC
ALL-STEEL REFRIGERATOR

on view at:—

The Hong Kong Electric Co., Ltd. Wm. C. Jark & Co., Ltd.
and
The General Electric Co., Ltd. Anderson Meyer & Co., Ltd.



THE DEMAND FOR THE NEW GARGOYLE MOBILOIL IS GROWING SO FAST THAT



THE demand for Gargoyle Mobiloil is growing so fast that some competitors are losing ground, and consequently they are doing everything within their power to keep Gargoyle Mobiloil beyond the reach of the public by making attractive, exclusive contracts, in which there is a clause to the effect that if a dealer is caught selling Gargoyle Mobiloil his gasoline pump will be removed and further supplies of gasoline refused.

Because we do not sell gasoline we are unable to retaliate, and consequently we depend upon the efficient and economical service Gargoyle Mobiloil gives to those who use it.

The fact that the demand for Gargoyle Mobiloil is increasing in spite of competitive efforts to discourage its use, is, we think, sufficient proof that Gargoyle Mobiloil is recognised as the best motorcar engine lubricating oil available.

Because of its quality and consequent economical efficiency, we do not have to resort to questionable marketing methods in order to create demand.

Be sure that the dealer who does not sell Gargoyle Mobiloil is either financially unsound, unreliable or bound by a competitive contract such as that just described.

It is really and truly worth a little extra effort to get Gargoyle Mobiloil. If a dealer does not sell it you will find one close by who does.

A little extra effort may be the means of saving you the expenditure of money for unnecessary repairs and renewals, for it is true that over six hundred motorcar engine manufacturers recognise Gargoyle Mobiloil as the most efficient and economical of all motorcar engine lubricants.

VACUUM OIL COMPANY

ROAD CONGRESS.

British Empire Will Have Many Delegates.

[Special Correspondence.]

Washington, D.C., Aug. 27.

Upward of 40 official delegates will represent Great Britain and its dominions at the sixth congress of the Permanent International Association of Road Congresses to be held here October 6 to 11, it was recently announced by the American Organizing Commission which is making all arrangements for the congress. In addition to the United Kingdom and Northern Ireland the following political subdivisions of the Empire will send delegations: India, Canada, New Zealand, Union of South Africa, Irish Free State, New South Wales, Queensland, Hong Kong, Nigeria, and possibly the Sudan.

The delegation appointed by the British Government is highly representative of the organizations interested in the Sixth International Road Congress, which is also the case with the delegates appointed to represent overseas dominions. Headed by Col. C. H. Bressy, of the Ministry of Transport, the delegation includes J. S. Pool Goodsell, H. E. Aldington, R. W. Butler, E. B. Hart and E. S. Ferrin, all of the Ministry of Transport; Sir Henry P. Maybury, consultant to the Ministry and Chairman of the London and Home Counties Traffic Advisory Committee; and Sir Hugh S. Turnbull, Commissioner, and F. L. D. Elliott, Assistant Commissioner of the Metropolitan Police.

The Ministry of Home Affairs for Northern Ireland will be represented by Major George A. Harris, while the honorary delegates appointed by the Government include: W. Ross Jeffreys, of the Road Improvement Association; Sir Seymour Williams, chairman, Rural District Councils Association; Dr. P. E. Spielman, Institute of Petroleum Technologists; J. H. Walker, Institution of Mechanical Engineers; Thomas Adams, Surveyors Institution; E. S. Shrapnell-Smith, of the Royal Automobile Club and the Commercial Motor Users Association; and "Stead," County Surveyors Society; Wallace Fairweather, of the Association of County Councils in Scotland and the Royal Scottish

Automobile Club; J. P. Wakeford, Institution of Municipal and County Engineers; Sir W. E. Whyte, and R. Lorimer, Association of District Committees in Scotland; and J. S. Killick, of the Institution of Civil Engineers.

Victor Smart, Deputy Minister, Department of Railways and Canals, Ottawa, has been selected as the Canadian Government's delegate, while another Canadian, Col. T. A. Hiam, Assistant to the President, Canadian National Railways, will represent the League of Nations. Although Australia will not be represented, official delegates from New South Wales and Queensland will attend. They are H. M. Sherrard, assistant chief engineer, and S. L. Luker, metropolitan maintenance engineer, Main Roads Board, New South Wales, and Mr. Gilchrist, city engineer, Brisbane, Queensland. Arthur Tyndale, highway engineer, Public Works Department, New Zealand, has been appointed to represent the New Zealand government.

Chief Engineering Inspector James Giggley, of the Department of Local Government, and Public Health, Irish Free State, has been appointed to represent that government, and the following delegates have been named by the governments indicated: Nigeria, C. L. Cox, Director of Public Works, and a member of the Institute of Civil Engineers; Union of South Africa, C. H. Hamilton, of the South African Railways and Harbours; Hong Kong, H. S. Rouse, assistant engineer, Public Works Department. The Indian delegation will consist of at least three men, S. G. Stubbs, Secretary, Communications Board, Punjab; W. J. Kerr, of the Bengal Government; and Henry Hughes, executive engineer, representing the Province of Burma.

In addition to official government delegates, many private individuals will attend. These will represent business firms and other organizations interested in the deliberations of the Congress.

More than sixty Governments are expected to take part in the Congress, it has been announced. By August 4 a total of 54 Governments had communicated their intentions to participate, with some ten or twelve governments remaining to be heard from. It is confidently expected that a majority of these will accept the invitations issued by the United States Department of State.

COURTESY.

A Cure for Motor Accidents.

Our observations during the many hours which we spend on the highways and byways force us, says The Commercial Motor, to the conclusion that a great proportion of the accidents is avoidable. To many drivers, both of commercial and private vehicles, road travel has become a race against time, and whereas formerly it was possible even for the man at the wheel to admire the beauty of the countryside through which the vehicle passed, it has now become mainly a question of arriving at a destination in the shortest possible time. Speed alone is not, however, the great danger.

It is obvious that the speed must be employed to overcome congestion; there must be a steady flow of traffic and any artificial restriction would serve merely to complicate matters still further. It is in other directions that improvements could well be effected, and The Commercial Motor would welcome some return of the old spirit of road camaraderie; often a little more thought for others would save much loss in life and property.

One of the worst features noted is the reluctance to acknowledge and obey signals other than those made by the police. Time after time we have seen a worried driver endeavouring to cross a busy thoroughfare, and beyond hooting violently as they swerve out to pass him, neither stream of traffic will slow down until absolutely forced to do so.

There is another phase in this matter of signalling; far too many drivers have adopted the bad habit, or have never learnt better, of manoeuvring their vehicles and signalling simultaneously, thus giving no time for overtaking or approaching drivers to respond. Then there is the annoyance which is frequently displayed by drivers of slow-moving vehicles when they are passed by those who wish to travel faster. This annoyance is frequently shown by foolish and dangerous actions.

ROAD SENSE.

Greatest Guarantee for Safety.

EDINBURGH EXPERIMENT.

The Road Traffic Act will come into force within the next few months. Most road-users are agreed that it is a good Act. It attempts, before it is too late, to lay down lines of safety for a type of traffic which has illimitable possibilities of danger, wrote John Buchan in the Daily Express in mail week.

By abolishing the speed limit which had become a meaningless thing, it encourages, in the words of the Minister of Transport, "motorists to concentrate on what is dangerous, reckless and careless in the circumstances of the case." The centre of gravity now lies in dangerous driving, and the penalties for this anti-social offence are substantially increased.

But no such measure can fulfil its purpose unless it takes account of the human factor involved. Safety, in the last resort, depends on the psychology of the driver and the pedestrian.

The most stringent Act of Parliament will not prevent a man unwittingly or carelessly infringing its provisions and causing disaster. You may punish him severely, if he survives, but he and several others may be dead!

The real road criminal is not, I think, very common, and we are all agreed that he must be driven off the roads. The trouble arises when perfectly well-meaning and responsible people lack something in their mental make-up—something which we may call road sense.

Skilled Driver May be Dangerous. This is not the same thing as lack of knowledge. A skilled driver may be a dangerous driver, because he does not appreciate the conditions on which road safety depends; and no preliminary tests, however stringent, will ensure that he possesses this endowment.

Physically, too, he may be perfectly fit. Yet, from the lack of road sense, he may be a peril to himself and to other people.

It is like many other qualities requisite in sport. Take hunting, for example. Mere horsemanship is not enough to make a good rider to hounds. Take mountaineering. Road sense is very similar to mountain sense. Many a brilliant athlete, who can perform wonderful feats of rock gymnastics, is a dangerous climber and a menace to any party which includes him. Every mountaineer has known young guides who had every technical accomplishment except mountain sense—the knowledge of those imperceptible things on which safety depends.

Other guides, who in actual climbing work were far their inferiors, were much more likely to lead an expedition to success, simply because they understood the human limitations in the struggle between man and mountain.

The greatest guarantee for safety on our roads is the wide dissemination of road sense. How is this to be secured? Remember that it is an entirely different thing from technical skill in driving, though a certain modicum of technical skill is essential.

Its absence is due mainly to ignorance. Some people are quick to learn the rules of the game; others are slow, and it is necessary that they should be assisted.

The Minister of Transport is alive to this point. Apart from the Highway Guide which he is going to publish broadcast he proposes to contribute, out of the Road Fund, provision for a mobile police force mounted on motor cycles and motor-cars.

This is the result of the valuable suggestions made by Lord Cottenham in a debate in the House of Lords. The advantage of a force of mobile traffic officers is that they will be able to correct the mistakes which many people fall into on the roads from carelessness, ignorance, or bad habits—mistakes which might have been prevented by an occasional friendly word of advice from traffic patrols who really know their business.

Something of the kind is being done in America, though not, I think, on the best lines, for there is too much of the "traffic cop" in the American idea. Such a special force would not have for its main

WANTED.

"No Trouble" Motor Cars.

Progress in the direction of easier car maintenance is being made, but it is deplorably slow, says The Light Car and Cyclecar. A formidable array of grease nipples still faces the man who buys a current model. Floorboards still have to be lifted in order to grease certain parts and quick-fill gearboxes and back axles fitted with some simple level-indicating device are still conspicuous by their absence.

The reason for all this probably lies in the fact that price competition has never been fiercer. Manufacturers with the most advanced ideas hang back when it comes to adding even a five-pound note to the purchase price of a car; they overlook that section of the public which would be willing to pay.

In the old days buyers had a choice of two models, the standard and the de luxe. Allowing for the complications which might arise were the machinery of mass production to be interfered with, would it not still be possible to offer an alternative no-trouble de luxe model at a higher figure?

purpose the detection of breaches of the law, though, of course, it would perform this duty. Its primary task would be to prevent such breaches occurring.

An Experiment.

An experiment of the kind has been made, as Lord Cottenham pointed out, in the city of Edinburgh with great success. In 1928 there were 1,800 traffic accidents in Edinburgh, in 1927 there were only 1,385, and in 1928 1,089. That is to say, in two years the number had decreased by 700, due to the efficient work of the traffic patrols, which, according to the Edinburgh police report, "exercised an indispensable check on fast and dangerous driving and on defective vehicles throughout the city."

In 1928 these patrols detected 10,244 offences; of these offenders, 8,705 were cautioned at the time or later by letter, while 1,539 offenders were reported for police proceedings. The over-worked police courts consequently were required to deal with a little more than one-seventh of the detected offences.

Special attention was given to drivers failing to keep as near as possible to left-hand kerbs while passing round corners—a prolific cause of street accidents.

Again, traffic patrols found 358 vehicles which were being used on public highways with defective brakes, and had these machines thoroughly tested and the drivers cautioned.

Further, the Edinburgh traffic patrols endeavour to instil road sense into pedestrians—a most necessary duty. In 1928, 1,898 people were cautioned on the spot for acts likely to lead to street accidents, and 1,160 letters of caution were sent out.

The Edinburgh system is a model which might well be adopted sooner or later throughout the whole country. The Minister of Transport has something of the kind in mind. It will probably be necessary to make the traffic patrols a special branch of the police.

They must know at least as much about their business as any driver of a car, and they must be reasonable and friendly people who know how to impart knowledge and gain the confidence of the public.

We have plenty of men in the country who would make excellent traffic patrols, and, as automatic signalling extends and many of the police are relieved of point duty, there should be a reserve for the creation of a special force.

Motoring has, only been, about twenty years in general practice, and we do not know what the next twenty years may bring forth. It is likely that its growth will be in geometrical progression. Our object must be, before the problem has got out of hand, to get the right kind of psychology into motorists and pedestrians, for, without that, no restrictive legislation will succeed.

Some form of stringent traffic control is essential; but we do not want to make it so onerous that our police courts will be crowded out and the life of the careful driver made a burden. It is only a wide distribution of road sense which will really ensure the public

BABY CARS.

Orders for 167,000 from New U.S. Factory.

I am able to give first details of one of the most remarkable triumphs achieved by British motor engineering since the beginning of the industry, writes Harold Pemberton, Daily Express Morning Correspondent.

Two months ago a factory was established in Pittsburgh, U.S.A., for the manufacture of a British baby motor-car for the United States market.

The decision to build in that country was taken against the strong advice of all the leaders of the American motor-car industry. "It cannot be done," they said. "Baby motor-cars may be all right for Europe, but we do not want any 'kid' cars over here."

When the first small motor-car was exhibited in New York it was regarded as a great joke.

5,000 A Month. Sir Herbert Austin, who is responsible for storming the United States fortress with his baby car, showed me a cable he has received from the new Pittsburgh factory.

No fewer than 3,000 baby cars have been delivered to Americans in July, and the factory was turning out 5,000 cars last month. Further orders are pouring in faster than the factory can deal with them. Actual orders have reached the amazing figure of 167,000. The rush began as soon as the little motor-cars made their appearance on the road.

The success of the little British motor-car has literally staggered the United States industry.

It has come at a time of deep trade depression. No motor-car of foreign design has ever before penetrated the American stronghold with any degree of success. The best in the past has more often been on the other foot.

According to despatches received at Birmingham, American manufacturers are now tumbling over one another to be the first to bring out a baby motor-car of their own design.

There is an atmosphere of romance about the story of this new motor-car invasion of America as told to me by Sir Herbert Austin.

A "Pure Gamble."

"For the past three years," he said, "I have visited the United States with a view to trying to arrange manufacturing facilities for the British baby motor-car. Manufacturers one after another turned me down.

"They regarded it as a toy and declared emphatically that the American public would not look at it.

I had almost given up the idea of ever getting into that country when, on my last visit I managed to

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Interest a well-known United States financier. He was rather tickled with the little motor-car and eventually decided to arrange for manufacturing facilities.

The amusing part is that he knows nothing about motor-cars. All the people who did turned it down. Even then he regarded the proposition as a pure gamble. Arrangements were made for him to build the car under licence from the Austin Motor Company.

"No one was more surprised than he at our immediate success.

"It is being sold at 440 dollars, or approximately £38. It is the cheapest motor-car in the States, and its design is absolutely British throughout."

The British "baby" has already conquered France and Germany. Latest figures show that 11,000 have already been sold in France, and 14,000 in Germany.

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ALL CORD PROCESS.

Result of 80 Years' Development.

RUBBERISATION.

The present high state of quality control and manufacturing efficiency in the production of All-Cord material for tyre carcasses has been the result of over eighty years of development. From a small beginning with crude experimental equipment the process has been improved step by step until to-day we have available a manufacturing unit for quality control and production efficiency leaves little to be desired. It was realised from the very inception of the use of a multitwist cord in tyre carcasses that the practice of weaving the cords into a fabric which contains a very light filler thread was a makeshift. The filler thread was not of any value in the tyre. On the other hand it has proved a distinct detriment in that, as weak as it is the constant flexing that a tyre carcass undergoes in service causes it to chafe through the cords with resultant carcass failure. The presence of the filler thread is also objectionable in that it prevents the cords from lying flat. A woven cord fabric coated with rubber has a very light coating at that point where the cord crosses the filler thread. A considerable amount of ply separation in the finished tyre can be traced to this condition.

The impracticability of woven cord fabric is also very clearly shown by what is termed "bagging." This is a slack condition in a portion of the width of the roll, which, with all the study given it by cotton mills, has never been eliminated. The fabric can be used, but only by feeding it into calenders with a very heavy tension on the cord in the remainder of the width so that they will stretch and allow some tension on the baggy portion. This results, of course, in a tyre containing cords having widely varying ability to stretch. It follows then, that those cords having least

ability to stretch absorb all the strain.

Insulation of Cords.

Another effect of the heavy tension required to remove bagginess is the shrinkage in width with consequent lack of the number of cords per inch. This is serious in that it precludes maintaining sufficient space between cords for insulation.

The necessary complete insulation of all cords, in the case of a woven cord fabric, cannot be effected except through frictioning. On square woven fabric frictioning presents no problem at all, but a flimsy cord fabric it results in serious distortion with its attendant disturbance of the uniformity of cord stretch. At least frictioning can be carried on only by maintaining a very heavy tension with consequent loss of the most valuable characteristic of the cord, that is its ability to stretch. The present producing equipment very effectively overcomes all of those difficulties. It consists of a reel, a tension unit, a drying and heating unit, a spacing unit, a four roll calender, and a continuous windup. The cord is wound on cones weighing twelve to fourteen pounds and containing from 14,000 to 16,000 yards. The inside end of the cord is allowed to hang free for about twelve inches to allow splicing the outside end of cone to the inside of another. This makes it possible to provide a continuous supply.

The Process.

The reel is so laid out that it has spindles for each end in the finished fabric. One of the spindles holds the cone from which the cord is running while its mate holds a second cone spliced to the first one. When a cone has run out it is immediately replaced by a full one which is spliced to the then running one. The cord, after leaving the cone, is threaded through a tension device and through various guiding thread boards to a central collector thread board. The tension device and all thread boards are equipped with porcelain eyes to prevent any possibility of injury to the cord. They are all arranged so that at the point of leaving the collector thread board each has been subjected to a very slight but absolutely uniform tension.

The proper operating tension is obtained in the tension unit which consists of a series of polished steel bars over which the cords are leashed in pairs immediately after emerging from the collector thread boards. Tension is varied as required by changing the number or position of the bars. The tension unit is also equipped with an expanding comb of the lazy long type to provide a preliminary width control of the sheets of cords. The drying and heating unit consists of a stack of copper surfaced drums revolving on roller bearings. The sheet of cord passes over their surfaces and emerges in a properly hot and dry stage without in the least degree having lost its uniformity of tension.

Spacing Unit.

The spacing unit is mounted on the calendar frame directly back of the middle of the calendar roll. It consists of an expanding comb, a final spacing bar, and a presser-roll, all mounted on a horizontally adjustable carriage. The expanding comb provides a final width adjustment. The final spacing bar is a round steel bar on which has been cut a screw thread of a pitch representing a number of ends desired in a finished fabric. The presser roll is a solid steel roll, very accurately machined and grounded. It provides means for pressing the sheet of properly spaced cords into a skimmed coat on the middle calendar roll. The pressure adjustment is hand wheel operated.

The sheets of cord after leaving the heating and drying unit pass through the expanding comb, under the spacing bar, one cord to a groove, around the pressure roll and the skim coat on the middle calendar roll. The calendar is of a type having the fourth roll offset at the top. The offset and top rolls form one skim coat on the top roll while the middle and bottom rolls form a skim on the middle roll. It is equipped with conveyors from the warming mills which provide a continuous uniform feed of stock. Mill and calendar roll temperature indicators and recorders with the result that the stock is constantly held at a proper and uniform plasticity.

The sheets of cords, after having been pressed on to the middle roll, is carried up on that roll to its bite with the top roll which forces its skin into the other side of the (Continued at foot of next column.)

NERVE RACKING.

Ford Truck's Unique Trip.

From the valley of a Thousand Hills a Model AA Ford truck recently emerged triumphant over a thousand obstacles, such as are found only in South Africa—dizzy crags, no roads, steep climbs, dangerous descents, deep, treacherous shifting sands.

Over this wild section the Ford went, mostly in low gear, on only a quart of added water and no additional oil. And the truck never balked throughout the gruelling five-hour endurance trip.

The Ford was put through its paces by Lance Walsh, long noted for his ingenuity in devising new and exquisite tortures for testing cars. And South Africa affords unlimited possibilities in the way of unbroken trails, primitive ground, sheer cliffs, deep gullies, sand, swamp, forest and bush.

"On one occasion," said Mr. Walsh after the nerve-racking run, "we would descend a 'gentle' grade of one in four or five, the next instant we would ascend an equally steep gradient. Seldom had we four wheels on the ground."

What made the endurance run all the more remarkable was that the truck was loaded to capacity with a ton and a quarter of sand ballast, a crew of six, provisions, spare gasoline, water, oil, and later, in addition to all this, three Zulu guides.

"One thing which will live a long time in my memory," said Mr. Walsh, "is an occasion when we had to make a deviation to avoid a donga, or canyon. The truck was put head on at a goodly sized sapling. The sapling simply disappeared beneath the bonnet and our photographer murmured, 'Why were tanks invented?'"

"On another occasion," Mr. Walsh said, "we wandered around through mealy fields and bush, descending grades that would have turned the hair of most motorists gray, and ascending rises where necks had to be craned to see over the radiator. But never did the Ford falter."

So steep was one down grade that besides taking the precaution of placing the car in low gear, the party put chains on the wheels. A descent towards the Umgeni River almost proved disastrous. The party struck deep treacherous sand.

"In low gear," Mr. Walsh said, "the wheels turned slowly but surely, propelling the car through the soft sand into which our feet sank up to the ankles. Once or twice impossible places were struck and the truck sank almost up to its axles, but always it extricated itself."

To get out of the Umgeni River bed, the Ford had to take a one in four grade and part way up was confronted with a thick hedge. But, Mr. Walsh said, the truck never balked, it was headed through the obstruction, levelled it and went chugging to the top.

"The Ford is a wonderful truck," Mr. Walsh concluded. "At the start of the journey it had seven gallons of fuel in the tank and in spite of all the low gear in the sand and on the rises it finished up in Durban still with fuel in the tank."

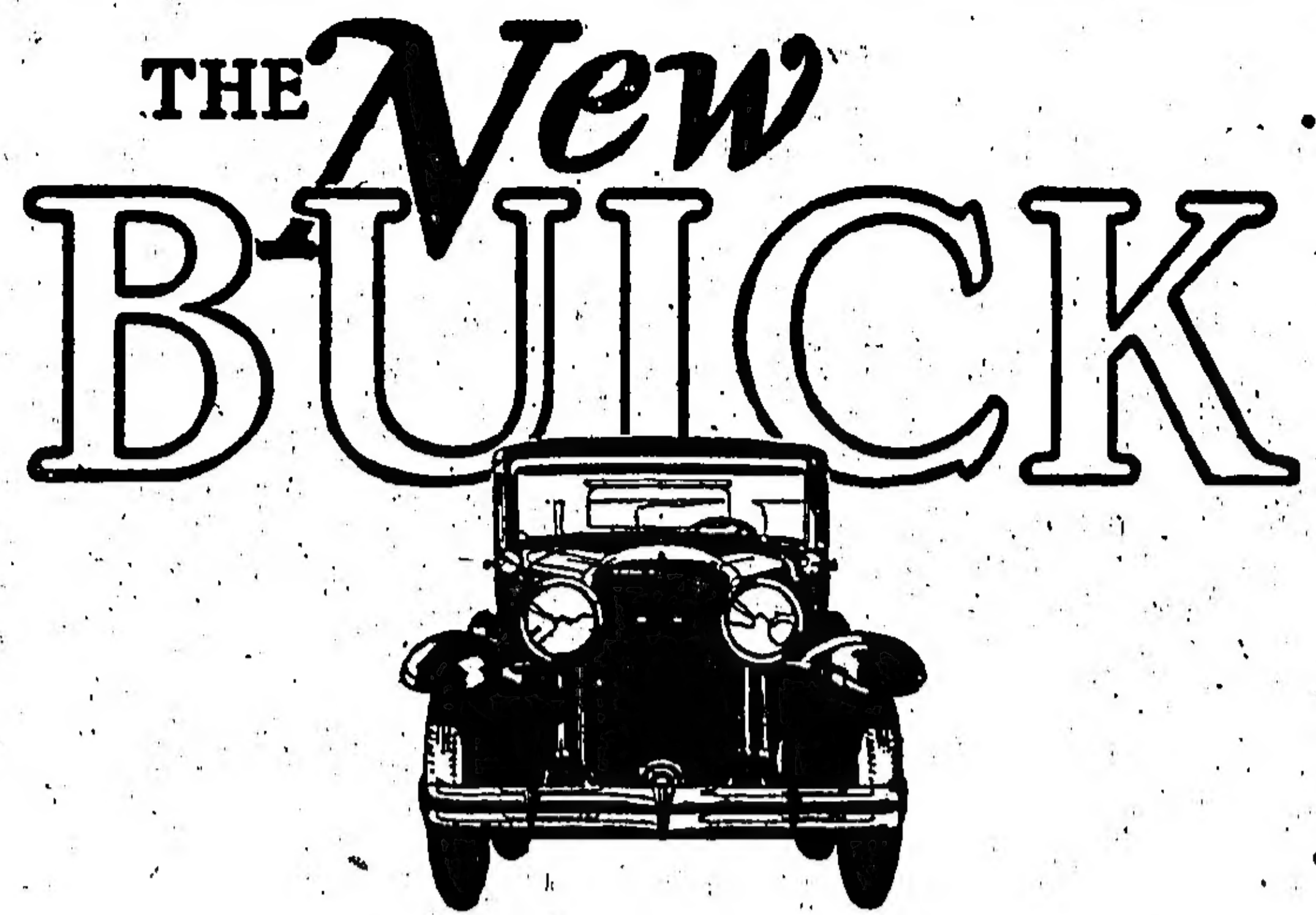
sheet. This operation is carried on under conditions which are ideal. Both coats are applied to the cords and, between the cords, to each other before the cords have lost their heat and before the first coat has lost its plasticity.

The Wind Up.

After emerging from the calendar, the new rubberized fabric passes through a continuous automatic weight indicating and recording device and to the wind-up. The wind-up is so designed as to allow changing rolls while the calendar is operating at full speed. It is equipped with an electrically operated cutter which makes perfectly straight cut across the fabric and an automatic device for feeding the fabric into the liners without wrinkles.

The product of to-day's All-Cord Process equipment is beyond comparison with woven cord fabric, no matter how carefully and expansively processed. Laboratory tests indicate an infinitely greater uniformity in number of cords per inch and space between cords, the elimination of the frictioning operation, the control of total thickness, the elimination of the "rubber deposits" within very close limits, and the elimination of the "rubber deposits" within very close limits.

The effectiveness of applying the coats at once is very clearly indicated by microscopic examination of the finished fabric. It is little of any value except his rear mud-guard that the rubber is driven so guard, which was adorned with a completely into the cords that it perfectly enormous club-hedge. "I thoroughly enjoyed even the hell never thought much of the—cal-twist spacing in the various clubs," said Mr. passenger after strands making up the cords, a—wards. "I expect they all got about dition obtained by no other practice like that. Which was an improved deck production process of the way in which what is quite



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SOME POSERS.

Queries for Motor Cyclists.

Under the heading "Puzzles for Your Pals," Motor Cycling gives a series of posers for motor-cyclists. Here are a few—

Why do water-cooled engines boil at high altitudes? (Because the less the atmospheric pressure, the lower the boiling point.)

Why are motorcycle gears easier to change than those of a car? (Largely because the car gears are directly connected to the crankshaft and run at engine speed.)

If a man were trying to ride 30 miles in an hour and averaged 20 m.p.h. for the first fifteen miles, what speed would he have to average for the next fifteen miles? (60 m.p.h.)

Why is a rider usually hurt less when he comes off at speed than when he has a fall when going slowly? (Because, in the former case, he falls limp, like a drunken man, having no time to tauten his muscles.)

Which moves at the highest average speed, the piston or the motorcycle? (The motorcycle, because at 30 m.p.h. with a 3 1/2-in. stroke, a 5 to 1 gear and a 28-in. wheel, the motorcycle travels 380 yds. in a minute and the piston travels 376 yds., or during one revolution of the rear wheel the motorcycle advances 82 ins. and the piston moves up and down through 35 ins.)

MOTOR CYCLISTS.

Must Behave When Joy Riding.

Members of motorcycling clubs whose road manners tend to bring their clubs into disrepute have been given a sharp rap on the knuckles by "Carbon," the pioneer motor cyclist who "contributes to Motor Cycling." He says—

"Early last week I was progressing at what I thought a fairly decent pace down the King's Road (which Charles II. first made through Chelsea as a short cut to Hampton Court) when suddenly a solo rider shot by me and almost immediately cut round the wrong side of a refuge, tearing off in the both coats at once in very clearly direction of Ebury Bridge. My indicated by microscopic examination of the finished fabric. It is little of any value except his rear mud-guard that the rubber is driven so guard, which was adorned with a completely into the cords that it perfectly enormous club-hedge. "I thoroughly enjoyed even the hell never thought much of the—cal-twist spacing in the various clubs," said Mr. passenger after strands making up the cords, a—wards. "I expect they all got about dition obtained by no other practice like that. Which was an improved deck production process of the way in which what is quite

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TWENTY-FIVE PLYMOUTH CARS
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The contest is open to everyone except employees of the Chrysler Corporation. Come in and get the rules, entry blank and complete information. The contest opens today and closes at midnight October 20th. All you have to do is to acquaint yourself with the features of the fine low-priced motor car and write in your own language on the

reverse side of the entry blank why you think the Plymouth would be a good car for you—for anyone—to buy. We will gladly demonstrate the new Plymouth to you... tell you about its outstanding features, its superiorities—to help you win one of these valuable prizes. Fine writing is unnecessary. But it is important to know the car.

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1845

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中華民國庚午年八月初四日

HONG KONG, THURSDAY, SEPTEMBER 25, 1930.

DENTALINE

(Concentrated Antiseptic)
Is more than a mouth-wash—it actually
KILLS GERMS
Dentaline is an Antiseptic Germicide and Astringent.
Properly diluted it is delightful to taste and refreshing to use.

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"PATROCLUS" 1st Oct. M'les, London, R'ham, & Glasgow
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Calls at Casablanca.

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(via KOBE & YOKOHAMA.)
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Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—
Butterfield & Swire,
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PRINCE IN FRANCE.

RETURNS HOME AFTER A QUIET HOLIDAY.

TO STAY AT BALMORAL.

Rugby, Yesterday.
H.R.H. the Prince of Wales, who has been enjoying a quiet holiday in France, returned to London today by air from Paris. He flew in his own light aeroplane. He is leaving by the night train for Balmoral, where he will probably remain until the Court returns to Buckingham Palace on September 30.—British Wireless Service.

BIG-SCALE MERGER.

TERMINAL CO. TAKES CONTROL OF 27 CONCERNS.

RUSSIA EXCLUDED.

New York, Yesterday.
The Bush Service Corporation, controlled by the Bush Terminal Company, has secured control of 26 old-established European distributing companies, covering every European country except Russia.—Reuter's American Service.

ROOSEVELT RESIGNS

NEW POST FOR VICE-GOVERNOR OF PHILIPPINES.

MINISTER TO HUNGARY.

Washington, Yesterday.
Mr. Nicolas Roosevelt, vice-Governor of the Philippines, has resigned and has been appointed U.S. Minister to Hungary.—Reuter's American Service.

UNION HEAD.

MR. A. HAGDAY, M.P., ELECTED AS CHAIRMAN.

Rugby, Yesterday.
The General Council of the Trades Union Congress to-day elected Mr. Arthur Hagday as Chairman for the ensuing year.

For the past 40 years he has been a permanent official of the National Union of General and Industrial Workers, of which he is a member. He is a member of West Ham Town Council and has represented Nottingham West in Parliament since 1918.—British Wireless Service.

GERMAN CRITICISM OF LEAGUE BODY.

"Has Done Nothing for the Past Five Years."

LORD CECIL'S WARNING.

Geneva, Yesterday.
Lord Cecil, at a meeting of the third committee of the League of Nations, uttered a warning against rushing a general disarmament conference without proper preparation.

This warning followed a speech by Count Bernstorff (Germany).



Lord Cecil.

who, with other speakers, said he felt doubtful as regards the utility of the Preparatory Disarmament Commission, which he alleged had hitherto "done nothing for the past five years."

Lord Cecil claimed that the Commission had done much, but demurred at fixing the exact date of the disarmament conference. He said that we were going to do something never done before, namely, to limit the armaments of each nation to an agreed international standard. It would take a long time to accomplish.

The Preparatory Commission meets on November 3.

Alleged Treason.

Berlin, Yesterday.
It was disclosed to-day that the complaint against Herr Hitler and

REDUCED TO RANKS

MUSSOLINI'S LIEUTENANT OUT OF FAVOUR.

FORCED TO RESIGN?

Rome, Yesterday.
Considerable importance is attached to the announcement that Signor Mussolini's chief lieutenant, Turati, has resigned the Secretaryship of the Fascist Party and is returning to the ranks of the Blackshirts. He will be replaced by Giurati, formerly President of the Chamber.—Reuter.

WORLD DEPRESSION.

HEADS OF EUROPEAN BANKS TO HAVE PARLEY.

REMEDYING THE EVIL.

New York, Yesterday.
The heads of the Bank of England, the Bank of France, and the Reichsbank (Germany), are expected to meet shortly with a view to discussing measures for the alleviation of the world-wide business depression.—Reuter's American Service.

BIAS BAY.

MARINES AND GUNBOATS ON PATROL.

Canton, Yesterday.

For the suppression of banditry and piracy in the Bias Bay and vicinity, Admiral Chan Chak, of the 4th Cantonese Squadron, has detailed several contingents of marines in the various garrisons, also the gunboats An Pei, Min Sen and Fu Hai for patrol duty in the southern coast of Kwangtung.

The Min Sen returned to Canton on Tuesday morning for coal and provisions for the fleet now on service in this area, and has since left with ample supplies provided by the Admiralty. She is now joining the other gunboats for anti-piracy duties.—Canton Gazette.

Herr Goebels relates to a newspaper article published over a year ago, which is alleged to have contained material calculated to undermine discipline in the army.—Reuter.

CENTRAL THEATRE

TO-DAY TO SATURDAY ONLY
POSITIVELY LAST SCREENING IN HONG KONG.

Daily at 2.00, 5.00, 7.20, 9.40 p.m. sharp.

Broke All Records for Hong Kong.

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...the loveliest heroine in all dramatic history

No Bernhardt or Duse ever held millions in such spellbound wonderment as does this girl... long loved... but now revealed for the first time in all her beauty and splendid talent

BEBE DANIELS
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—Screen's Greatest Tenor

FLORENZ ZIEGFELD'S
RIO RITA
RADIO PICTURES' Colonial Talking, Singing, Dancing, Romantic Musical Spectacle!

Have Seen Him...
"I'm Deep in Love"
"I'm in Love with You"
"The Man I Love"

Glorified Girls...
Gorgeous Song...
Gay Comedy...
Gallant Drama...

NEXT CHANGE, SUNDAY, SEPT. 28TH.

GEORGE BANCROFT

in

"THE MIGHTY"

A Paramount All-talking Action Melodrama.

Prevents and cures
Prickly Heat
Afridol-Soap
BAYER

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Daily at 2.30, 5.30, 7.20 & 9.20 p.m.

CHARMING! MAGNETIC ALARMING!

CLARA BOW
JAMES HALL in
JACK OAKIE
"The Fleet's In!"

Loaded with fun and comedy.
Real success... Re-engagement... Record Crowds...
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Great Gorgeous Glorious.

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AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

SONG HITS! LAUGHS! ROMANCE!

They Learned About Women

VAN & SCHENCK
BESSIE LOVE
J.C. NUGENT
BENNY RUBIN-MARY DORAN



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WINE, WOMEN & WHOOPEES!

They won a million dollars on the English Derby—and then beat it hot for Paris and a hot time!

Directed by the man who made "The Cock Eyed World"

HOT FOR PARIS

with
VICTOR McLAGLEN
continuing his cockeyed adventures with
FIFI DORSEY EL BRENDEL
Story and direction by RAOULE WALSH
Original songs by Walter Donaldson and Edgar Leslie
Presented by WILLIAM FOX

JOHN GILBERT

with **GRETA GARBO**
"FLESH AND THE DEVIL"

AT THE **WORLD** TO-DAY TO SATURDAY
At 2.30, 5.15, 7.15 & 9.20
(Interpreter at all performances)

LILLIAN GISH

in **"The Scarlet Letter"**

AT THE **STAR** TO-DAY TO SATURDAY
At 5.30 & 9.20